

THE Hongkong Weekly Press

AND China Overland Trade Report.

VOL. LXVII.]

HONGKONG, MONDAY, 17TH FEBRUARY, 1908.

No. 7

CONTENTS.

	PAGE
Epitome	101
Leading Articles	
On the Cultivation of Candour	102
The Railway Estimates	102
Legislative Council Vacancy	103
Railways in China	103
The Recent Cotton Dispute	103
The Shanghai Mixed Court	104
Race-Week Reflections	105
Human Nature	105
Supreme Court	106
The Situation in Manchuria	107
Startling Discovery	108
Japanese Postal Situation in Manchuria	109
Death of Mr. William Danby	109
Explosion on an Oil Ship	109
Hongkong Jockey Club Race Meeting	110
Companies	
Hongkong and Shanghai Banking Corporation	115
Union Waterboat Company	115
Hongkong and Whampoa Dock Report	116
The Hongkong, Canton and Macao Steamboat Company, Limited	117
Shanghai Land Investment Co., Ltd.	117
The Explosion on the "Nerite"	118
Commercial	118
Shipping	120

BIRTHS.

On February 2nd, at Shanghai, the wife of OTTO STRUCKMEYER, of a son.
On February 3, at Shanghai, the wife of EDWARD I. EZRA, of a son.
On February 9th, at Shanghai, the wife of F. A. SAMSON, of a son.
On February 9th, at Shanghai, the wife of J. B. HOON, of a son.

MARRIAGE.

On February 6, at Shanghai, JAMES CRICHTON DYER, of Shanghai, to NINA, widow of the late George Sutherland.

DEATHS.

On February 3, at Shanghai, OLIVE BEATRICE, the beloved wife of Henry Jackson, aged 21.
On February 5, in England, CHARLES MEREDITH DYCE, aged 61.
On February 9th, at Shanghai FRANK GARFIELD JOHNSON, aged 26 years.
On the 12th inst at 2.15 p.m., at the Government Civil Hospital, Mr. WILLIAM DANBY, M.I.C.E.

Hongkong Weekly Press.

HONGKONG OFFICE: 10A, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVAL OF MAILS.

The German Mail of 14th January arrived per the s.s. Goeben, on Wednesday, the 12th instant; and the French Mail of 17th January arrived, per the s.s. Tonkin, to-day.

FAR EASTERN NEWS.

Six carriages have arrived in Peking from Shanghai for the use of Their Majesties and the Court.

An extract of meteorological observations made at the Hongkong Observatory during the month of January shows that the average maximum temperature was 66.8, the mean 62.0 and the minimum 58.1 degrees. The rainfall for the month was 2.640 inches, while for the month we had 143.2 hours of sunshine.

The death is announced of Mr. C. M. DYCE, principal of the firm of Dyce & Co., Shanghai, which occurred in England on Feb. 5th. Mr. Dyce, who was sixty one years of age, had been residing in London for some years. He went to Shanghai on May 9, 1870, and joined the firm of Messrs Westall, Brantler & Co. as a book keeper and general assistant, but he had learnt the silk business in London, and soon rose to be a silk inspector. He remained with this firm for six years, at the end of which he became a partner in the firm of Messrs George Barnett & Co. The latter business in course of time was taken over by Mr. Dyce under the name of Dyce & Co.

The remains of the late Mr. W. Danby were interred in the Happy Valley Cemetery on February 13th, a large concourse, including many pioneers of the Colony, forming the cortege. The burial service was conducted by His Lordship Bishop Lander, who was assisted by the Rev. F. T. Johnson and the Rev. J. H. Franco, there being present the wife of the deceased, who was attended by Mrs. Stedman and Mrs. Wright, Mr. J. Wright and Mr. Nicholson as chief mourners, also Commodore Stokes, R.N., Capt. Fleming, extra Aide-de-camp to His Excellency the Governor, the Very Rev. Archdeacon Banister, the Rev. T. W. Pearce, Dr. Clark, Dr. Atkinson, Hon. Mr. Chatham, Messrs A. Denison, A. J. Williams, G. H. Medhurst, A. Shelton Hooper, F. Dodwell, J. Armstrong, J. Orange, A. G. Gordon, C. R. Lenzmann, J. I. Andrew, T. F. Hough, C. D. Wilkinson, A. Ough, J. W. C. Bonner, G. W. Edwards, M. S. Northcote, Dr. Bateson Wright, Hon. Mr. E. Osborne, Messrs W. Jack, Donald, E. H. Hinds, D. R. Law, C. J. Lafrentz, A. Chapman, D. Wood, H. R. Phelps, G. Burton, W. M. D. Parr, J. M. Beck, J. Gray Scott, W. H. Donald, W. Armstrong, E. D. C. Wolfe, R. Mitchell, T. Rose, W. D. Graham, W. H. Wickham, C. R. Thomas, F. Graham, B. Harker, J. Douglas, H. Humphreys, R. D. Atkinson, F. M. Hazeland, P. Smith, C. H. Bissan, H. A. Lamert, J. Lambert, L. Gibbs, Rev. A. J. H. Pitt and Staff Surgeon Sequeira, of H. M. S. "Flora," H. W. Slide, T. Stinner, P. Tester, A. E. Griffin, J. W. Ballie, W. D. Kraft, A. Abdoolahim, A. Seth, F. Smyth, A. Rodger, F. Browne, L. Berindogae, Mr. A. Cumming, and three U. S. Naval Officers. Mrs. Danby provided a beautiful cross of violets which, together with wreaths provided by Mr. Danby's sons and daughters, was placed on the top of the coffin. Wreaths were also forwarded by the following: Mr. and Mrs. M. S. Northcote, Mr. F. Dodwell and Mr. G. H. Medhurst, Mr. J. B. Lambert, Mrs. Edward Bowdler, Mr. and Mrs. Shellim, Mr. and Mrs. A. Seth, Mr. A. Haupt, Dr. and Mrs. Harston, Mr. W. Nicholson, Mr. C. B. Thomas, Mr. J. Lambert, R. N. R., Mr. J. Gray Scott, Mrs. Armstrong and family, Mr. and Mrs. G. Murray Bain, Mr. E. H. Hunter, Mr. Lieb, Mr. and Mrs. A. Shelton Hooper, Mr. and Mrs. A. E. Griffin, Mr. and Mrs. J. F. Wright, Mr. and Mrs. W. H. Donald, Mr. C. E. Warren, Miss Sloane, Mr. J. H. Lewis, Officers District Grand Lodge, Perseverance Lodge, Mr. and Mrs. B. Harker, Dr. and Mrs. Stedman, Captain and Mrs. Lyons, Mr. and Mrs. Ormiston, Mr. and Mrs. Looker, Mr. R. Shewan, Mr. and Mrs. Denison, Hon. Mr. and Mrs. F. H. May, Mr. and Mrs. Layton, Mr. and Mrs. A. Cumming, Mr. A. Abdoolahim, Fung Pin, Ip Tseung-ki.

ALLEGED ATTEMPT TO SMUGGLE ARMS.

A JAPANESE STEAMER ARRESTED.

On Feb. 6th a Japanese steamer called the "Taten Maru No. 2" was arrested by the Chinese Imperial Maritime Customs in Chinese territorial waters near Macao and escorted by two Chinese gunboats and a revenue cruiser to Canton. The steamer had on board 1,500 Mauser rifles and 41,000 rounds of ammunition consigned by a Japanese firm at Osaka to Messrs Kwong Wo & Co., of Macao, who are licensed by the Macao Government to deal in arms, and she carried also a shipment of coal for Hongkong.

It is alleged that when the steamer was seized preparations were being made in Chinese territorial waters to tranship the arms and ammunition into fishing boats. On the other hand, it is asserted that the state of the tide at the time the vessel reached Point Cabrita did not admit of her proceeding into the harbour of Macao, and she anchored to await the rise of the tide and the arrival of a pilot, the consignees meanwhile making arrangements for discharging the cargo. It is denied that there was any intention to discharge the cargo in Chinese territorial waters.

The "Taten Maru" is an old Blue Funnel liner (the Polyphemus) her net tonnage being 1949.

WIDOWS' AND ORPHANS' FUND.

The report on the widows' and orphans' fund for the year 1907, to be laid before the Legislative Council, by command of His Excellency the Governor, reads as follows:—The amount to the credit of the fund on the 31st December last was \$317,475.92 including \$17,988.55 for interest. The average monthly contributions amount now to \$2,900. On the 31st December, 1906, the number of contributors on the books was 551 and on the 31st December, 1907, 596, of whom 215 are bachelors, 368 are married men and 13 are widowers. During the year 104 joined the fund, 44 left and 9 died. The total number of children on the books is 526. Of the 44 who left, 32 resigned the Government Service and 12 were dismissed. The nine subscribers who died were five bachelors, three married men and one widower.

The statement of the fund is as under:—	
To balance 1st January, 1907	\$272,961.20
To contributions	\$35,984.96
Total refunds	345.75
	35,639.21
Interest	17,088.55
	\$325,727.96
By pensions paid to widows	\$4,724.64
By commuted pensions	50.10
By pensions paid to orphans	69.16
By annuities on the cancellation of mortgages	1,927.69
By expenses of management	600.00
By printing	11.00
By and for fees	120.00
By balance	318,721.47
	\$325,727.96

There are now on the list 37 pensioners whose pensions in all aggregate \$4,220.54 per annum. In addition there is one pensioner in sterling, Mrs. Barnes Lawrence, who draws £71 3s. 5d per annum.

ON THE CULTIVATION OF
CANDOUR.

(Daily Press, February 7th.)

JEROME K. JEROME regards his pipe as his "strongest friend," chiefly because it never tells him of his faults. Candour is conventionally included in the category of virtues, but there is candour and candour. The candid friend is notoriously friendless. Intellectual candour is rarer, less easy to produce, and there is a great need of it. The average man forms strong opinions without first thinking them out. Professor KINADON CLIFFORD in one of his essays says "it is wrong always, everywhere, and for everyone to believe anything upon insufficient evidence." Striving after candour of the intellect, striving as hard to be honest with themselves as honest with others, makes men captains of their souls. For most, however, it means a strenuous strife, a never-ending Sisyphean struggle. The lazy vice of taking things for granted is their rebounding boulder on life's activity. The other candour is too cheap, though, like many cheap things, it has its uses. It is curious to watch how different people behave when they encounter it. Well-bred people take it smiling, as when Society went to hear and enjoy Father VAUGHAN's fulminations. Ill-bred people cannot endure it, deserving or undeserving. They get cross; especially if by chance the candid critic fingers a sore spot. Occasionally it falls on ground that is not stony, and then it gives furiously to think. At a local tiffin table yesterday a Doctor made a remark that prompted a Piece-goods Expert to say that he was surprised to find a man in his position giving expression to such opinions, &c. &c. A little heatedly the medical man rejoined that he never pretended to be a good man, or words to the effect that he never pretended to be anything at all other than he was. One of those cantankerously candid nuisances of society sententiously observed that it was "pretentious to pretend to have no pretences." It was rude, but it was suggestive. It led us to look again at a new book of essays by HUBERT BLAND, from which we quoted the other day. This new writer, we remembered, is one who makes an effort in the direction of candour, candour of both sorts, the cheap and the dear. As might have been expected, we find that he is less successful when trying to be honest with himself than he is when dealing faithfully with the foibles of his public. "The question of the religious education of young children is a question which all of us, who take any interest in public affairs, have got to tackle whether we like it or not," he says, and he tackles it with a most refreshing candour, as will be seen. Yet in the same book we find the same man taking comfort in WORDSWORTH's line, "We live by admiration, love, and awe," and on that poetic nectary swimming toward the postulate that there are many occasions on which man has to reject evidence in favour of faith. On the subject of secular versus the other kind of popular education, he marvels to find "how curiously little clear, close, honest thinking had been given to it at all." This applies to an amazing number of conventions. As shareholder in Life Limited, we are all prone to accept the hint of the Directors, and to "take it as read," and very often the things we regard as axiomatic are those that are truly most debatable. Mr. BLAND quotes a typical citizen's declaration that "to banish definite religious instruction from the elementary schools would be to bring up the rising generation to be more like devils than like

men." Mr. BLAND pointed out that about half the children at school in England were receiving no definite religious instruction in the day school: were they noticeably devilish? The other man claimed that the example of the other half saved them, as well as home influences. In this citizen's home, Mr. BLAND happened to know, "you might stay a year (if you went away for week-ends) without guessing that anyone in it held any religious views at all." There were no family prayers; religion was eschewed as a topic. Each member of the family went to church once each Sunday, and that was all. Yet this citizen seemed furiously eager to give definite religious instruction to the children of the working classes, without taking any steps to give it to his own. If we all only dared to speak out fearlessly exactly what we each know! Mr. BLAND makes the effort. He casts his mind back to his own childhood.

"I did believe in ghosts with an urgent, insistent, practical belief. I expected to come across ghosts in dark corners and at the end of dark passages in our old house, and took uncommonly good care not to pass those dark corners alone, and to keep well away from the end of those dark passages. But I don't think I ever expected to come across an angel anywhere. And yet I was always being told that there were no such things as ghosts, and that angels were all about us, especially about our beds when the light was put out. Yes, looking back, I am quite sure that I never drew any comfort from the presence of those angels about my bed. I can't say I disbelieved in them, because that would have been to doubt the word of grown-up people, but in those dreadful twenty minutes after the light was out and before I fell asleep, what comforted me was the noise of talk and movement downstairs. That was real, I felt. Now, how was it, I ask myself, that while I did believe in grisly ghosts I did not believe with a vital belief in radiant, white-winged angels? Well, I think, it was because I noticed that the grown-up people about me, my nurse and the other servants, for instance, did believe in ghosts, while none of them, so far as I could gather from their conduct, believed a single little bit in angels."

Then with regard to divine anger or sorrow over naughtiness, Mr. BLAND always found that when he had been guilty of some small offence his parents forgave him, and he reasoned therefrom that divine forgiveness was equally sure. "Small children, very small children, do reason and they reason rather well." So those considerations never affected his conduct; he must have been a calculating little monster. He shared with countless other children the sympathy with the bad, unfortunate characters in the Bible stories, "used to clench my small fists when ever I thought of Elisha and those she-bears. . . . his monstrous touchiness about his bald head!" And so on, he goes through the tragedy of the unfolding child mind, and we can sympathize heartily, forgetting to be shocked. "One may as well speak out; if we don't tell the truth to our lives and to each other about children we shall never get to the bottom of the religious difficulty." Quite so, and of numerous other difficulties. Look round, take up almost any question of the day, that has any vitality in it at all, and see if a plea for candour, for intellectual honesty, is not timely, not urgently to be made and earnestly weighed. Who deceive themselves are surely the most mischievous of liars. Because introspection in excess is morbid, perhaps, men ignore one of the most valuable clues they have to the underlying forces of conduct. Yet a determined probing in that direction, and a perfectly frank and fearless tabulation of the evidence so obtained, may sometimes throw a much needed light on external phenomena that at present seem puzzling.

THE RAILWAY ESTIMATES.

(Daily Press, February 8th.)

The railway question simply bristles with different points of view, none of which can well be ignored. Unfortunately, few of us can claim competence to discuss them all. When estimates are submitted for a railway in a new country, it is nothing new to find them being exceeded. It is only to be expected. But when they happen to be so greatly exceeded as is the case with those first submitted for our short line, enquiry is as proper as it is natural. No amount of official palliation can abolish the conclusion that the estimates in this case must have been arrived at mainly by a process of guess work. Even then the trouble is not all stated. Should the expenditure have swollen to the dimensions it has? Very few men can see why such a short line should cost so much. One popular solution does not lend itself to much argument. A shrug of the shoulders, the three words "Crown Agents again," and the answer is obvious to most men. Then there comes the extraordinary variety of opinion as to the best alignment, by the admittedly competent engineers. A battle of routes, in which the amateur surveyor is sometimes less disinterested than dogmatic, has been spared us, but in its place we have had a chopping and changing by men we can trust to be at once competent and disinterested. At the Legislative Council on Thursday, His Excellency was obliged to point this out, and at the same time ingeniously explained the reasons, which by the non-expert must be accepted without demur. His Excellency also reminded the councillors that the line was demanded practically irrespective of its cost or earnings. Those were not his words, but the broad effect of them. The line had to be, to preserve the predominance of Hongkong, by making it the terminus of the great trunk line that will eventually connect the north and south of China. Yet it almost seems clear from His Excellency's remarks that this aspect was temporarily lost sight of when the first estimates (totalling only five million dollars) were published. The single bridges and so forth were projected as if for a merely local line. However that may be, and while there should be no niggardly carping over fractional expenses in such a momentous undertaking, which is moreover generally regarded as a vital issue for this Colony, there is a difference between legitimate and unforseen augmentations of cost, and preventible extravagance. It was, we suppose, a suspicion, or at least a fear, of the latter that prompted the anxious enquiries that led to His Excellency making the full statement on railway affairs appearing in our issue of yesterday. Much emphasis was placed on the statement that the Colony that pays the piper has retained control of all important factors, but how worthless this local control really is, so far as limiting the expenditure goes, is quite easily discovered. It was the secretary of State for the Colonies who decided that the line should be constructed on the departmental system, by the Crown Agents. As a correspondent recently pointed out in our columns, quoting Malaysian experiences, this alone makes the local control ineffective in the all-important matter of cost. Estimate or no estimates, the ultimate outgo thus becomes as uncertain in amount as that of a man who forwards a cheque signed but with the amount and date unfilled in. His Excellency admitted that the system allows of very little local control over the consulting engineers, and even if it did, those eminent gentlemen are usually in a position to

lead all but the most cautious and thrifty clients by the nose. Under the Crown Agent system extensive purchases of material take place on what may be dubbed the "tied-house" principle; not only are large economies otherwise possible lost sight of, but prices are apt to be unreasonably inflated. It means that a demand artificially strengthened makes artificial prices. Several months ago we printed a query as to the cost of rails that has never been answered, yet it should not have been difficult to ascertain the difference between the cost of rails to this line and the quotation for the same rails to the Kwangtung company, which buys without the expensive assistance of that feudal corporation known as the Crown Agents. Unless we have been misinformed, and we do not believe we have, such a comparison would show a startling difference to the disadvantage of this line. It is interesting and instructive at the same time to note that the only estimates that have not had to be materially modified are those submitted by the Director of Public Works, who, of course, possesses the indispensable local knowledge and experience that no employee of the Crown Agents can claim. The valuable intervention of the same local official in the matter of purchasing marine lots was also gratefully acknowledged by His Excellency, whose last estimate of the total cost to the Colony (exclusive of workshops) works out at nearly \$450,000 per mile (\$447,727.75). His Excellency's assurance that he will use his utmost endeavours to insure economy in every detail, without cheeseparing, is very gratifying; it would be still more so if we could feel certain that His Excellency is in a position to make the deed as good as his good will; but as we have tried to show, his protestations, in the circumstances, cannot be expected to carry very much more weight than those of our representatives who have voiced the public uneasiness.

LEGISLATIVE COUNCIL VACANCY.

(Daily Press, 10th February.)

One of our evening contemporaries has taken time by the forelock, and dealt with the matter of the forthcoming vacancy on the Legislative Council, to be made when the Hon. Mr. EDWARD OSBORNE takes Home leave. We understand that this able representative and thorough business man is timing his departure to take place about two months hence, so there is ample time for His Excellency the Governor to devote to his selection of a worthy successor to the Hon. Mr. OSBORNE. We are anxious to be no less discreet than our contemporary, and must therefore traverse some of the same preliminary ground. It is not necessary to apologise for seeming to trespass on the Governor's prerogative, for His Excellency is quite awake to the fact that the newspapers share in regard for the best interests of the Colony, and has in various ways shown his intention to be of those who "take all men's counsel and reserve judgment." That is to say, His Excellency favours a policy of giving some heed to public wishes, so far as that may comport with his own dignity and responsibility, and is willing to hear suggestions without looking too closely into the question of their possible "presumption." By way, then, merely of suggesting what the public are likely to feel in this connection, we attack the delicate subject of His Excellency's imminent choice of a new Legislative Councillor. As our contemporary has said, without mentioning any names, there is not

likely to be any lack of eligible candidates to select from. We would at once explain that we have not approached, nor been approached by, any one of the gentlemen whose deserts we intend lightly to touch upon in passing. We have simply been absorbing current comments, not made for publication, and giving them what consideration we unaided could. Among the names that have entered into the speculations of local gossips, as deserving His Excellency's consideration, are those of Messrs. D. R. LAW, R. SHEWAN, and A. G. WOOD, each eminent in our commercial community. Mr. SHEWAN would be a very popular choice indeed, and has already enjoyed experience as a doughty champion of the public weal. Mr. WOOD, the Chairman of the local branch of the China Association, is to be commended no less highly, and Mr. LAW as the third of a respected trio of merchants, makes the task of selection so difficult that we are glad it is not our duty to advise His Excellency. There is, of course, the possibility that none of these gentlemen is ambitious for the distinction, but that we have not dared to enquire, as such enquiry would have looked too much like anticipating an invitation that must come from elsewhere. Two other names have been mentioned in our hearing, but as indicative of the public predilections, rather than of official sympathies, we have exhausted the list. With bureaucratic nominations we prefer not to meddle, lest we be misunderstood. It is, however, certain, as our contemporary indicated, that the public would prefer a gentleman of ripened experience, and with assured standing in the Colony, with conspicuous ability beyond any mere fluency of speech, and in whom and for whom it has the utmost confidence and liking. We share our contemporary's confidence that "His Excellency will use the power vested in him with . . . full regard for public opinion," giving it, at least, equal attention to that which is due to the advice of his official staff.

RAILWAYS IN CHINA.

(Daily Press, February 11th.)

Now that the final contract for the Tientsin and Yangtze trunk line has been signed, for the Chinese Government of the one part, and the British and Chinese Corporation and the Deutsch-Asiatische Bank of the other part, and the arrangement ratified by the assent of the British Government, it is being pointed out how effective the "Chi a for the Chinese" agitation threatens to become. In this instance, Chinese diplomacy, inspired by the sentiment of that movement, has succeeded in obtaining terms more favourable to China than any ever before granted by foreign capitalists. The conditions of the preliminary contract arranged nine years ago have been materially altered, altogether against the accepted foreign view of what is desirable and necessary in such a bargain. The loan is for five million sterling, at the rate of interest of five per centum per annum, and is granted for a term of thirty years. Approximately, two-thirds of the money comes from German sources, and the remainder from the British capitalists. This proportion is based, of course, on the lengths of the respective sections of the line to be constructed, the German portion running from Tientsin via Tschau (on the Grand Canal) and Tsinanfu (the capital of the Shantung province) to the boundary between that province and northern Kiangsu. There it will connect with the British line that is to be laid to Pukou, opposite Nanking on the Yangtze, a run of nearly seven hundred miles, roughly measured. The issue price

to China will be £93 per £100, with redemption beginning after the first ten years. Three millions sterling have to be issued in the first year and the whole work of construction is to be completed within four years of the date of cutting the first sod. In return for the Imperial Government's guarantee of the loan, with certain provincial revenues as security, China is permitted to retain absolute control of the line, during construction and after, subject only to the appointment of European chief engineers, whom, however, the Chinese Government must appoint, and to the appointment by the German and British financiers of their own auditors to keep an eye on the books in the interests of the bond-holders. The rights of the concessionaires obtained nine years ago were not, of course, surrendered for nothing, the syndicate accepting a sum (not published) as compensation. The loan is open to both European and Chinese subscribers, but all applications of the latter, received before the issue of the prospectus, are promised preference. We fear this triumph of Chinese diplomacy will encourage and support stronger demands in connection with the Chekiang railway concession, so much under debate lately.

THE R CENT COTTON DISPUTE.

(Daily Press, February 12th.)

Although our London telegrams told us at the time of the untoward developments in the Lancashire cotton trade, we are only now observing the seriousness of the late situation, the like of which does not appear to have arisen in a decade and a half. The threatened lockout, on so large a scale, irresistibly attracted sympathy to the work-people, for we know how much suffering; chiefly on the helpless and innocent, that would entail, while its effects upon the commercial world would have been felt, as the dispute has already been felt, even in this part of the world. Yet in this instance, the operatives did seem to have been themselves inviting the calamity. The responsibility, of course, lay chiefly with their own labour representatives, who, having less at stake personally, found it easy to maintain a stubborn attitude in face of all argument. As a matter of fact, the case for the employers was an excellent *prima facie* one, and so far we have seen nothing put forward that could effectively have taken the ground from their feet. To show their position it is necessary to read a little history. Here it is, by a correspondent of the *Morning Post*:

It was in the early '90's, and Lancashire was in a state of bitter turmoil. The very life of a great industry was slowly ebbing; the cotton operatives had been idle for twenty weeks—on strike. Households that had previously been plentifully provided for, with, in many cases, not a little to spare, were crying for food. Want was a daily scarecrow—all through a struggle between Capital and Labour. It is not necessary to enter into details concerning that awful business. The General reader might be wearied at a recital of the events that brought it about, but in view of the fact that the very Agreement which was then signed by representatives of the two contending parties and under which industrial peace has been secured for fifteen years appears now to be, as far as one can gather, the cause, through an alleged breach, of all the bother, I could not help recalling the incidents of an eventful evening. Everybody was longing to see the mill chimneys once more belching forth their contribution to the atmosphere. True it would be black and perhaps not conducive to the health of the people, but it would not be so black as the people's feelings, while it would

mean something in the pantry. Newspaper men had had a busy day hunting round for "copy" that should give some relief to the situation; they were in for a far busier night. It was impossible to find out where the leaders of the employers and the operatives were to meet for the final stage in the negotiations—the signing of the Charter of the Cotton Trade, otherwise the Brooklands Agreement. Never was a place better "covered" than Manchester was that evening, and apparently all to no purpose, but just when it looked as if the task was impossible the news leaked out. Then there was a frantic rush for cabs to be driven to an hotel in a quiet residential district some seven miles away from Manchester. And the horses were made to go for all they were worth. For hours upon hours the duly appointed representatives to the all important conference discussed various points; they thrashed out clause after clause; there were many adjournments for private consultations; but it was all over by about five o'clock in the morning. The scene of this memorable gathering was the Brooklands Hotel, and that is why the term Brooklands was given to the Agreement which had there been signed after many an anxious moment during the course of the negotiations. Has this document now to be torn up after having exercised such a beneficial influence in the years that have intervened?

It is further necessary to give, what that picturesque reminiscence omits, an idea of the main principle of that agreement, which now governs the whole of those engaged in the cotton spinning industry in Lancashire. It was that the operatives should not claim any increase of pay within a year of one being granted, such increase to be limited. On the other hand, the masters agreed not to make any decrease within a year of the date of one taking effect, the amount to be similarly limited. The ring spinners who received an increase in June last had therefore, on the letter of the bond, been premature in demanding another. The issue, however, was not quite so simple as that. The strikers in the first instance, composed quite a small fraction of the total number of operatives who subsequently decided to support them, and their claims were based on a technical point that seems impossible of explanation for outsiders, beyond the fact that a comparison of two kinds of work is involved. What are called "ring spinners" claimed that the Brooklands Agreement did not apply to them. If it did, they would admittedly have had no case. The vast majority to whom it did admittedly apply were striking or threatening to strike purely in sympathy with the demands of these "ring spinners." These sympathetic and disinterested strikers are one result and evidence of the high state of organization to which Trade Unions have attained in this industry. "Ring spinning" as a process was in use when the Brooklands Agreement was made, and it is said this was the first time that there had ever been any claim that it was not covered by that agreement, and the ring spinners are said to have shared *pari passu* with all the other operatives. But they claimed that they were entitled to special consideration. Without being familiar with the local conditions, we are inclined to suspect that the workmen have discovered that the famous agreement has become out of date, and have been using this opportunity to try to get it abolished and a new one made. It is not difficult to see how such an agreement could be used by the masters, who could voluntarily grant a small increase at any time when trade seemed to warrant it, and then enter into large contracts feeling safe for a whole year. There would be nothing unreasonable in that, but it is also easy to see that the demagogues who advise the other side would observe that it practically prevented them from availing themselves of the most favourable

opportunities to put pressure on the masters. This is merely our own deduction, and for anything we know, there may be some clause or clauses that prevent such an arrangement. It gains colour, however, from the fact that the abrogation of the Brooklands Agreement was being urged by commentators at Home, and from the fact that the employers were banded together and firm because they did not want that agreement to be broken, or to lose its force. With regard to the technical differences, the following extract comes as near illumination as any we have seen:

It may be true that "the work of the ring spinners is the hardest and most exacting in the mill," and true even that "ring spun yarn is a most unfair competitor in the market with mule spun yarn." These are technical points upon which outsiders are not qualified to express very decided opinions. But what the operative society fails to acknowledge in its manifesto is that the employers have offered to discuss a basis of prices for ring-spinning, if the workpeople, instead of engaging in sectional strikes, will conform to the methods of settlement provided under the Brooklands agreement, which is a mutual contract of old standing equally binding on employers and employed. "We have taken up the ring-spinners' case," say the officials of the Card-room Workers' Society, "and we cannot recede from the attitude we have taken, whatever be the consequences." That is a trifle bombastic. The fault allged against them is not that they are doing so in the wrong way when they are well aware that there is a right one, by which peace and satisfaction might be assured.

Finally, there is the inevitable political issue, of how far the general public, not directly concerned in such disputes, but standing to lose by them, should have power to intervene. This point is so well taken by the *Times* that we need do no more than quote it.

A great dispute in the cotton trade will certainly bring to the front the question of the public interest in industrial peace, and will illustrate more clearly than anything else the reactionary nature of the principal social measure of the Government's first session. The Trade Disputes Act gives irresponsibility to industrial associations whether of employers or employed. Its spirit is that of leaving these Unions free to fight out their own battles without regard to the public interest. The legislation recommended by the Royal Commission and required by the times was inspired by the exactly contrary spirit of recognising industrial combination as a force to be controlled and used with due regard to the common welfare. It cannot be doubted that sooner or later the step backward of the Trade Disputes Act will need to be retraced, in spirit, if not in form, and the powers of Unions, whether of employers or employed, become once more coupled with responsibility for the method of their use.

As the readers of our special telegrams will remember, this dispute was settled by the operatives giving way. The Brooklands Agreement stands, and now applies to all the operatives. How far the severity of the winter was responsible for their climb-down, the future may show. We fear, if our idea of it as being in favour of the employers is a correct one, that the Union will revive it at the first favourable opportunity, and that will be, in all probability, just the time when the trade can least afford a disturbance.

THE SHANGHAI MIXED COURT.

Daily Press, February 13th.

An instructive instance of the difficulty of tacking new methods on to old established institutions is being afforded in the so-called Mixed Court in Shanghai. The institution was established to meet the difficulty that arose in old days of obtaining adequate punishment by the native officials of crimes committed in the Foreign Settle-

ments, and the difficulty arose in the beginning not so much from unwillingness to punish as from failure to comprehend the new fashioned Regulations, and the want of adequate appreciation of the relative importance of the various misdemeanours; sometimes for gross crimes the most nominal punishment being inflicted, while mere breaches of police regulations might be created with the most extreme rigour,—the whole more likely depending on the momentary condition of the Magistrate's stomach than of any appreciation of a just proportionment of punishment to the crime or malfeasance. Owing to the general want of provision for an term of imprisonment, as well as the national character which affects the sudden and often capricious infliction of punishment, rather than a deliberate weighing of the evidence, imprisonment as a punishment can scarcely be said to exist in China; most cases being met by corporal punishment or the infliction of irregular fines, so that when the Mixed Court was first established within the Settlements, the same system, which besides saved much trouble and expense, and was really popular amongst the people; was naturally adopted; and in ordinary cases when applied to the usual criminal population of China was found fairly effective, as no cruelties were permitted, and the prisoner was well fed and in other respects kindly treated. In 1905 Reform was enthusiastically taken up in Peking and everything, from the Imperial Court to the smallest police station in the Empire, was to be turned over, rejoined and refurnished up to the very latest European model. Representation of the people, parliamentary government, reform of the currency, responsibility of government, &c.—all to the latest pattern, were to be the rule throughout; and above all the criminal law was to be amended, and punishments, curiously in the Chinese mind always looked upon as identical with law, put on a different footing. Although judicial torture has always, nominally at least, been deprecated by the existing codes in China, it has been usually, or rather invariably made use of in every court in the empire; H. E. WU TING-FANG, well skilled in foreign law, and who was, there is no reason to doubt, sincerely desirous of seeing this gross blot on China's reputation removed, commenced to move the Imperial Court on the subject; and an Imperial Rescript approving generally the terms of a report by the Law Revision Commissioners on a memorial by the Viceroy, was issued in April 1905. The Report referred to the abolition of torture, and contained a suggestion for the substitution of fines generally for blows. It was notorious that torture and cruelties of the most abominable nature were in or hourly use in every name in the Empire; and many of the best officials would have hailed their suppression by strong measures if necessary. The movement, however, was unfortunately premature, and came into the world still-born. To be effective, it was soon seen, Peking would have to take the lead; and Peking, though it would willingly see the other's reform, which it had an idea would be profitable to itself financially, was by no means disposed to reform itself, and the entire movement for the time being collapsed; and affairs fell back into the old groove, and all talk of Reform became a punishable offence.

China is, however, at all times ready and willing to make terms with the old leaven of unrighteousness, especially if it can be done at the expense of someone else, so the bright idea struck someone in power, that if it were not feasible to incur the odium of

purifying a single Chinese court of law, the same end, with all the éclat of having introduced a righteous reform, could be attained by deputy. The project had been to abolish torture, but there was no need to exact consistency when the experiment was to be tried on the corpus vile of the Shanghai Municipal Council. True, no charge of torture had ever been alleged, though of course torture was the proper thing in a Chinese court, but they could shine to the outer world as a nation of exalted sensibility, and at the same time inconvenience the foreigner, by giving out that they were ready to reform him; and all this without in any way inconveniencing themselves.

The Mixed Court, it so happened, for minor disciplinary offences had been following the old practice of administering blows from the bamboo as in consonance with Chinese custom; from a foreign point of view it was accompanied with no cruelty, nor was the prisoner in any way inconvenienced beyond the mere temporary pain; from the offender's point of view it was much pleasanter to have the strokes, and go free at once, than to be detained, or have to stump up coin, a thing that goes far harder with an ordinary Chinaman than many blows of the bamboo. No complaint had ever been made from even the most punctilious of Chinamen, but someone smarter than his neighbours suggested that the new Rescript, though it has not been taken the slightest notice of by any Chinese official, would yet afford a glorious opportunity of turning the tables on the Municipal Council; so the usual course was taken of addressing a letter to that by no means acute body, the Foreign Consuls; who Dogbery-like at once fell into the trap. But besides this the body of ratepayers with European ideas of the sanctity of the human body, would have been very glad themselves to see all corporal punishment abolished, except for heinous crime so against the advice of a few practical men the abolition was agreed to.

Now it happens, that likewise imbued with certain European ideas as to the duty of looking after the health of those committed to its charge, the Municipal Council, not only feeds the prisoners well, but provides them with prison clothes, far warmer and more comfortable than the ordinary petty culprit has ever been accustomed to. Work at this season of the year is always hard to obtain, and wages for unskilled labour are low, and house accommodation for the loafer is wretched in the extreme. On every side then, it is a distinct advantage to the unskilled loafer to be in the municipal gaol, rather than trust to the benevolence of his countrymen. He is, it is true, made to work on the roads, but he soon learns to do as little as possible, and not over much is exacted of him; and besides, a little wholesome exercise in the fresh air to a Chinaman of the lower orders is not altogether disagreeable. At all events the gang who are frequently to be met at outdoor work on the roads do not present the idea of unhappiness, but have generally clean healthy fresh looking faces as if the air were doing them bodily good, and the absence of any trouble or worry for their future meals were removing a load from their minds. This is evidently, too, the way in which the ordinary criminal looks on the affair: he rather likes a sentence of imprisonment, and judging from the rapid increase in petty misdemeanors, not amounting to absolute crime, this is evidently the manner in which the prisoner himself regards it. He suffers no loss of social rank, as his countryman does not consider it in any way degrading to offend a mere foreign law, and his friends,

if he have any, will receive him just as gladly after as before his sentence. Like crime in Ireland, if directed against the Government, crime in Shanghai, if only directed against the Council, leads to no social degradation; and as the prisoner is better fed and better cared for than if he remained free, he not unnaturally prefers occupying comfortable quarters in the Municipal lock up.

RACE-WEEK REFLECTIONS.

(Daily Press, 14th February.)

Decidedly the most interesting feature of a race meeting is the crowd. At Hongkong there is no cockney procession, with horses ridiculously garbed in *lingerie*, no appearance of grotesquely dressed "bookies", but its cosmopolitan character makes the stream of humanity pouring Happy-Valley-winds quite as noteworthy as the Epsom bound cortege. One sees a grey-bearded Indian, and one calculates that he was a rotund infant what time his fathers and uncles were murdering women and children at Cawnpore and Delhi. There is the placid Chinese husband and his wife, both in Sun lay-go-to-meeting rig, and one wonders if, during the preparation for the day's enjoyment, there was any of the fussing that has caused the frown on the face of the straw-hatted foreigner in flannels, who escorts his flustered looking lady in the newest of her new dresses. In their case, we have a fair idea of what has gone before; how he put in a perfunctory hour or two at the office, taking out the big books from the safe, and putting them back again, re-arranging the pen-holders and pencils on his desk, while he wondered if the "boy" would remember that tiffin was ordered for an hour earlier than usual. One can picture also with some measure of success how he bawls across to his wife's room that if she does not hurry up they will miss the most important race, for which he has a perfectly trustworthy "tip," whereat the poor woman, bent on a day of happiness, hurriedly thrusts the powder-puff in the hairpin box, and despairingly feels sure that the new bodice must be rucking up at the waistband behind, and that that horrid Mrs. So-and-so will make her die of shame by pointing it out, with affectionate solicitude, in the enclosure. As it is, she forgets the gloves that go with the costume, and when he has run upstairs for them, for of course the "boy" pretends not to understand, they have to run for the tram, into which she is hauled feeling certain that her hair is now "a perfect sight." Every tram to-day is a "special car for the races," and while one wonders where the non-specials are hidden, one supposes that it must be a good thing for the Tram Company. There they all go, Parsees, Portuguese, sailors and soldiers, Jews and gentiles, every nation of Europe represented, and even the islands of the Pacific—taipans and clerks, drunken men in all stages of bibulous exhilaration, women with babies—and only one self and the patient coolie lugging along on his carrying pole a hundred weight of iron sheeting seem to be going in the opposite direction. Yet we are all happy, even the coolie, dropping his load by the foot of a banyan for an instant's blessed relief from the strain on his shoulders, wiping his forehead and gazing an admiring "oah-yah" at the string of richies being drilled by unusually alert police. A couple of black-ked ponies remind us that here is no pretence of "improving the breed." Hongs are closed, fine clothes douned, and thousands of dollars circulated, only to squeeze one extra drop or two of the juice of happiness from the orange of life. In spite of the

domestic worries previously hinted at, in spite of the fact that the long dreamed of frock is put in the shade by that of some other woman, notwithstanding the feeling of envy with which one hears that his tailor or his manicurist has won over a thousand dollars, there is no denying that happiness is achieved. Not many weeks ago Dr. BATESON WRIGHT addressed the following little sermon to his pupils:—

Be happy now. A fairy once promised a princess anything she might like to ask for on condition that she should succeed in picking the prettiest flower in a field, after walking through it only once. The princess soon paused at a lovely flower, saying to herself, "Surely I shall find nothing more beautiful than this," but she changed her mind and passed on. This she did over and over again, till at the end of her journey, she reached the fairy with empty hands, conscious that she had lost the opportunity of picking the fairest flower. This represents the lives of many children and grown up people. At eight years of age they say, "How happy I shall be when I am fifteen!" At fifteen happiness is postponed to twenty-one, then to thirty, and so, on till the end of life approaches. The journey through the field is over, and they have failed to pluck happiness, confident that real happiness is still ahead. The true way to be happy is to be happy now. Be happy at eight, and you will find yourself happy at fifteen, and so on and on, through life. There are far too many people in the world, of whom the poet says, they never realise life at all. "They never once possess their souls until they die."

The worst of such advice is that it is easier to give than to follow. The very essence of true happiness, it seems to us, is that it should be unconscious, like that which brightens the faces of this week's race goers. Let there be no analysis, such as we were nearly foolish enough to attempt, or off it goes. The boy or man who misunderstands Dr. BATESON WRIGHT's excellent "tip," and resolves "I will be happy now," is a fool for his pains. Yet most will so misunderstand it. Those people who argue the respective merits of retrospection, anticipation, and realization, waste their time and ignore the central fact of existence. These forms ought not to be, and cannot be, separated. Without sickness there is no health, without sorrow, no joy. All in, we have the happy, perfect whole. The march of the princess across the field had at least the constant joy of anticipation, the usual form that happiness takes in youth. But as a matter of fact, the subject won't bear thinking about. It must be determinedly let alone, ignored. As Mr. WILLIAM WATSON has written:—

"The beasts in field are glad, and have not wit
To know why leapt their hearts when spring
time shone;

Man looks at his own bliss, considers it,
Weighs it with curious fingers, and 'tis
gone."

HUMAN NATURE.

(Daily Press, February 15th.)

One of our Shanghai contemporaries has an interesting note that seems to have been prompted by an example of official economy such as was mentioned not long ago by one of our correspondents. At Shanghai,

"O.C. uni's are directed to take steps to curtail their expenditure under this heading. All expense incurred for the printing of circulars or any matter having reference to Company entertainments, will have to be borne by the Unit concerned." So runs a Shanghai Volunteer Corps Order. But the spirit of economy manifested falls short of the standard set by the present Governor of Tifin, who wrote to the Burgomaster of the town. "In view of the necessity of being careful with the Municipal revenue, I would propose to the Council that in the matter of memorials and letters to myself and to the provincial authorities they should not use such expensive kinds of

paper nor such big sheets, on the greater part of which nothing is written. When circumstances permit, a half or even quarter sheet only should be used, and it should also be of an ordinary kind."

As our readers may remember, the Governor of Tiflis was anticipated over a year ago by a Department at Hongkong, where some people entertain the idea that cheeseparing in small matters does not excuse extravagance in greater things. It is not that, however, which has chiefly attracted our attention this time, but the preamble of our contemporary to the same note. "It requires," it is therein remarked, "no great record of travel to become acquainted with that section of our fellow-beings to whom the sight of a supply of gratis and for nothing, of writing paper offers an irresistible temptation to sit down at once to indite a letter. They are to be met in hotels, on ships, even in the lobbies of the big London emporia, where every spare moment can be more profitably employed in the study of human nature. At heart everybody breaks the eighth and tenth commandments, and the anxiety to communicate with our friends, because we come across a stock of paper laying claim to no personal owner, is merely the primeval instinct of ignoring the doctrine of 'Meum et tuum' reduced to terms of modern conventionalities. This weakness, a lowered fuller scope among the primitive races of mankind, has laid the foundation of many fortunes for those who trade with natives. It was the custom among Dutch storekeepers in South Africa to leave bars of lead lying about on the counters where tea, coffee, sugar etc., were sold. The salesman having put a small portion of the 'order' in the bag, would find it necessary to turn his attention to something at the other end of the store; and the guileless Kaffir could be relied upon to place in the bag a substantial piece of lead of far less value than the corresponding weight of comestible."

It will be noticed that the first part of the last quotation refers ostensibly to a study of human nature, which course of study, a humourist has remarked, is at once the most fascinating, profitable, and cheap hobby that a man can take up. We are not sure that our contemporary has taken up that study with sufficient seriousness in the present case. Is it correct, for instance, in attributing to those whose *cacoethes scribendi* is stimulated by the sight of the hotel notepaper some breach of the commandments against coveting and stealing? We are inclined to think that the motives of that amiable weakness have been misinterpreted. There is no question of petty theft, for the paper, well marked with advertising matter as a rule, is put there to invite its use. There is less question of economy, for the postage on several letters, that there was no necessity to write, more than covers the cost of the paper obtained gratis. Without quarrelling with the dictum that at heart everybody is a peculator, we certainly have little hesitation in saying that the primeval instinct referred to has nothing to do with the impulse to scribble letters whenever the free notepaper and envelopes are encountered. Such material is usually noticed when the victim is "at a loose-end" for something to do, with nothing to read, no one to talk to, and when the pictorial advertisements in the hotel corridor have lost the power to conquer temporary boredom. It is a case of "idle hands," though not of Satan finding mischief, for we all are guiltily conscious at times of the letters we think we "owe." Here are paper, pens (bad ones, usually) and ink. The very thing! Why not "get square" with the friends who have favoured us with embarrassing reminders of their existence? Thus the thing is done, and we spend far more on postage than we have cost the hotel in paper. We have also advertised the hotel, in many cases

sending with our intimate chat a not always truthful representation of the roof that covers us for the time being. There is still another motive that leads some people to empty the racks on public writing tables. They are globetrotters whose friends, living in humbler-looking buildings, have to be impressed with the fact that they (the globetrotters) are staying at the best and most fashionable hotels. The snob who gets into a distinguished houseparty is a diligent correspondent, especially if his or her host's paper carries a crest. Cases have been known where people have put up at a cheap inn in a back street, and then, going in to purchase a drink at the famous first-class hotel of that town, have annexed a few sheets so that they might pretend to their home-staying admirers that they were staying therein. Yet even then there was no primeval dishonesty of the kind indicated. Such folk would willingly and cheerfully have paid for the paper used, if they could decently have done so. That the doctrine of 'meum et tuum' is universally ignored, we are not ready to deny, but concerning notepaper the plea must be 'not guilty.' We never yet met a man who believed that there can be any proprietary rights in a box of matches, for instance, while as for pencils, we seem to be victimized almost every day by otherwise honest acquaintances. Then there are books and umbrellas, and things like that, in respect of which we have all suffered at the hands of the kleptocracy. But because the users of public notepaper are legion, and because they assist the revenue of the post office, we cannot sit silent and see them painted blacker than they really are. They are more sinned against than sinning. When cigarettes, beer, and opium, *et hoc genus omne*, have been restricted in output, we hope to see human nature saved from still another vice by greater difficulties being put in the way of its access to writing materials. This is to lay ourselves open to the obvious in quoque, of course; but we feel bound to face that possibility meekly and contritely.

SUPREME COURT.

Monday, February 10th.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT
(CHIEF JUSTICE).

ENROLMENT OF A SOLICITOR.

Before the business of the Supreme Court opened yesterday, Hon. Mr. H. E. Pollock, K.C. moved that Mr. Henry Lardner Denys be approved, admitted, and enrolled to practise as an attorney, solicitor and proctor of the Supreme Court of Hongkong. The application was supported by the usual affidavits, and there was an affidavit by Mr. Denys himself, showing that he was admitted to practise as a solicitor of the Supreme Court of Judicature, England, on the 19th September, 1907. There was also the usual affidavit of identity by Mr. F. B. L. Bowley.

His Lordship had much pleasure in admitting Mr. Denys to practise in the Court and hoped that his career in the Colony would be a very successful one.

IN APPELLATE JURISDICTION.

A BANKRUPTCY APPEAL.

Re Li King Shek (Kwong Yik Wo) ex parte Pang Sai Long, creditor. Hon. Mr. H. E. Pollock, K.C., represented the Official Receiver, and Mr. M. W. Slade the appellant.

His Lordship, in delivering judgment in this action said:—Another claimant, Ng Sau Chi, to this flour which was the subject of such protracted argument last March in the case of the Kwong Yik Wo fraud, has appeared upon the scene. I said, page 98 of the Reports, that

the creditor of Kwong Yik Wo, who was represented by the Official Receiver, would not be bound by the estoppel which it was contended on the authority of *Woodley v. Coventry*, would have operated against the bankrupt; an imaginary interpretation of that case was erroneous. What I said was obiter, because it was not absolutely necessary to the determination of the question then before us, nor was it fully argued, and therefore it is still open. This claimant sets up his documents of pledge and warehousing, and says that he is a secured creditor and entitled to be admitted as such in the bankruptcy, and that this opinion of mine needs revision, as it stands in the way of his claim. The other claimants have proved as unsecured creditors. It seems to me, even after listening to further argument, an exceedingly difficult question whether the trustee would be bound by such an estoppel as the one which would have existed in this case, supposing *Woodley v. Coventry* applied. I am not prepared to say that that opinion is wrong because in the case that I stated with regard to the application, it is unnecessary for me to do so. It has been necessary, however, to go over that part of my judgment which deals with the question of estoppel, and I find one paragraph on another page (page 59) which did not at all satisfy me. It is that paragraph in which I applied the decision in *Woodley v. Coventry* to the facts in the present case. As a matter of fact that decision has no application to these facts at all, and I must say that on further consideration I am rather at a loss to understand why I allowed that passage to stand, because the effect of it is clearly annihilated by a subsequent passage on page 90. It had, however, no effect on the question which was really arrived at before the question of estoppel was discussed, and was not altered by the result of that discussion. The estoppel in *Woodley v. Coventry* was against the unpaid vendor, and in favour of the third party. The passage in my judgment which I am now criticising followed too much the line of argument which had been based on *Woodley v. Coventry*, that the purchaser was estopped on account of something which the servant of his agent, the warehouseman, had said. The estoppel had nothing to do with the fact that *Coventry* was also warehousing the goods he had sold, but the plaintiff raised the fact that he was an unpaid vendor. There is no unpaid vendor in this case, and this is pointed out in my judgment, the passage beginning "here the person against whom the estoppel is sought is not the vendor." The difficulty of applying *Woodley v. Coventry* to this case arises from the fact that the question of ascertainment was not gone into, though it undoubtedly forms part of the decision, but as regards *Woodley* there was no such question as between Clark the purchaser and *Coventry* the vendor; there had been no ascertainment, but owing to what took place between *Coventry's* agent and *Woodley*, *Coventry* was estopped as against *Woodley* from setting up this fact, the result of which would have been to have the property in him as unpaid vendor. The facts in this case are far more simple. They relate merely to something which passed in the Hop Yik godown when the flour was looked at by the intending lender, and it is said that Kwong Yik Wo is estopped by what took place, so he probably is within the limits of that estoppel. If the Kwong Yik Wo had borrowed money on bags of flour, and the intending lender was shown a pile of bags which the borrower or his agent said corresponded with his description, then in any possible proceedings in which the question was material the borrower would be estopped from denying that the bags in fact did not correspond with his description whether as to weight, quality or description. In the case of one of the claimants Kwong Yik Wo was himself present, so that here there would be, if the facts fitted, an estoppel in its simplest form. But really it would have been hardly worth while to discuss the case from the point of view of an estoppel, for there being several claimants who have lent money, to all of whom apparently the same story has been told, I suppose, if a question of priority arose, there would be priority by estoppel just as there might have been priority among the lenders, all of which however,

vanish in the distribution in bankruptcy, as the result of my decision is that they are not secured creditors; but the estoppee is required for quite another purpose. It is not a simple case of estoppee at all, but an exceedingly complicated one. It is to cure a defect in the claimant's title, to make a lender the possessor of a document which may be treated as a security, and this is to be tested by just the same methods as if it were a document of title proving him to be the actual purchaser of the goods. This defect is the absence of ascertainment; the absence of severance of the bags of flour on which the advance was made from the bulk of flour in the godowns. In this respect I must put the new claimants as on a level with the old ones; that is to say, that they were shown the bulk, and that they also, seeing a great quantity of flour, were satisfied that there was enough to cover their intended advance. It is here that so much play was made with *Woodley v. Coventry*, because the estoppee in that case had actually to do with the fact that the goods were not ascertained by *Coventry*, and it is here that the argument became, as appears from what I have already said, so insidious. The simple facts are these. *Kwong Yik Wo*, in intending to borrow from several claimants on a certain specified number of bags of flour, takes them or sends them to his *Hop Yik* godowns, where all the flour is stacked, and either he or *Ho Lam*, acting on his behalf as his agent, points out to them a quantity of flour saying "there is enough flour to cover your advance." The claimants take no further steps as the law requires as to ascertaining, but are satisfied that there is enough and more flour, and lend their money. As one witness said in his evidence, "*Ho Lam* pointed out to me more than enough; I did not separate any for myself." There can be no estoppee here. They have simply been themselves negligent, and the law makes them pay the penalty. It seems indeed expressly designed to prevent such frauds as were committed in this case. I am therefore of opinion that the Official Receiver was right in rejecting the proof of these claimants, and the appeal must therefore be dismissed with costs.

IN ORIGINAL JURISDICTION.

THE LIABILITY OF COMPRADORES.

An interesting argument, arising out of the action, *Chan Kee v. David Sassoon & Co. Ltd.*, was heard before his Lordship. The argument was adjourned from Chambers to the Court. Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) appeared for the plaintiff, and Hon. Mr. H. E. Pollock, K.C., instructed by Mr. H. W. Locker (of Messrs. Deacon, Locker and Deacon) represented the defendants.

Mr. Slade said this was an adjourned matter from Chambers in which the question to be decided was one of the utmost importance to all compradores and merchants whose liabilities were regulated by documents in a similar form to the one in question, and there were not a few in the Colony.

His Lordship—Is that so? I should rather like to get that point clear.

Mr. Slade—I happen personally to know of one other, and all compradores' agreements prepared by Messrs. Deacon, Locker and Deacon, or Deacon and Hastings, or whatever office it was at the time, would be substantially in the same form.

His Lordship—That is not an exceptional form in the Colony?

Mr. Slade—No. But a great many have adopted old Mr. Deacon's form.

His Lordship—In this peculiar language?

Mr. Slade—Yes.

Mr. Pollock—It is a form which has been gradually evolved.

His Lordship—I quite see the process of evolution, and the extreme importance of the question caused me to adjourn the matter to Court.

Mr. Slade—It is a matter of the utmost importance, and the clause in which the controversy turns is the first proviso for redemption in the mortgage. Our contention—that is, the contention of the compradores—is that he is only liable for the consequence of default of some sort—using defaults in its widest sense—

of Chinese customers of the firm. The contention, as I understand it, of his employers, is that he is the insurer of all their transactions with Chinese.

His Lordship—That was rather the interpretation which I thought was possible.

Mr. Slade—He insures the firm against loss of any kind in any transactions with Chinese. Counsel then read material parts of the proviso as follows:—"The comprador shall, on demand, pay to the mortgagees (his employers) any deficiency in the price of goods which will be sold, or agreed to be sold to Chinese customers of the mortgagees. . . and also all losses, costs, charges or expenses which shall be incurred or sustained by the mortgagees in connection with any transaction or business which shall be entered into or effected by the mortgagees with any Chinese. . . whether such losses, costs, charges and expenses shall be incurred or sustained by reason of breach of contract or otherwise howsoever." Counsel submitted that reading the last clause by itself, without any regard to the relation of comprador and merchant as it was known in this Colony, that the words of that clause made the comprador the insurer against every loss, however arising, which fell upon the merchant in his transactions with Chinese customers; whether that loss arose from the default of the Chinese customer, or from the default of the merchant, or the unbusinesslike method of the merchant carrying on his business, or the ill-luck of the merchant in a market going against him. On the words of that clause the comprador was the absolute insurer against any loss of any kind or description which the merchant could suffer in a contract with Chinese. Counsel took a concrete example: "Supposing," he said, "a merchant imported goods into this Colony, not under contract, at say, a price of \$200 a bale, and in consequence of the market falling he was unable to sell them at a higher price than \$100, and he sold them to the Chinese at that price." By the words of this clause there was no doubt that he could recover from the comprador the loss of \$100 per bale which he had suffered by means of the falling market.

Mr. Pollock—That loss would not come out of the comprador's pocket.

Mr. Slade—Undoubtedly it would. Proceeding, Mr. Slade put the supposition before the Court of a merchant entering into an agreement to import goods for Chinese, the price being taken in dollars while the cost to the merchant for importing from abroad was sterling. He sold at a price which would cover him on the rate of exchange of the day. But if the merchant desired to gamble and did not fix his exchange at the time he made his contract, and exchange went against him so that the contract dollar price which he received eventually from his customer did not cover him, by the clause mentioned he could recover the amount he had lost from his comprador. Such instances might be multiplied indefinitely. The clause mentioned was a clause insuring the merchant against all loss in transactions with Chinese howsoever such loss arose. Counsel submitted that those were the plain words of the clause, and unless Messrs. Sassoon's Counsel made such admissions as would clear this matter up it would be again submitted to the Court in an action they would bring for rectification of the agreement. The meaning of the words was certainly never explained to the compradores. All he intended to agree to was to be responsible for defaults on the part of Chinese customers of the firm, and no more. There was no evidence before his Lordship at the moment, but that was the position of every comprador in the Colony. In clause 2 of the agreement the customary position of the comprador was recognised: "The remuneration to be received by the comprador shall consist of the customary commission or percentage which the company agree to permit him to demand and collect from Chinese purchasers of the firm and Chinese sellers to the Company."

His Lordship—Wouldn't a reasonable interpretation be this: that the liability which is specified to make good in the mortgage arises in those cases in which the comprador is entitled to commission or percentage?

Mr. Slade—Yes. That is exactly what the contention of the other side is, that this is an insurance contract. Proceeding, Mr. Slade

said he had no doubt what the verdict of any special jury in this Colony would be with regard to the case.

Mr. Pollock submitted that the words "without the consent or knowledge" were immaterial. The firm had full power under the terms of the agreement to enter into contracts with Chinese although the compradores had no knowledge of such contracts. It followed as a necessary inference that the firm were entitled to be allowed a free hand as regards their dealings with the Chinese, and were entitled to exercise reasonable forbearance towards customers.

His Lordship—Supposing they entered into contracts unknown to the comprador, how would he collect his commission?

Mr. Pollock—He would know when the goods were delivered, and would get it from the customers.

His Lordship—But if the contract breaks down before delivery?

Mr. Pollock—I quite see that is a possible case. Whatever the effect of the clauses of the agreement, the comprador must be bound by them.

His Lordship reserved his decision on the point.

THE SITUATION IN MANCHURIA.

(FROM OUR CORRESPONDENT.)

Mukden, January 25th

"Yes, but is Manchuria a Chinese province?" replies a French investor to his solicitous agent in a southern Chinese city. Emphatically yes in theory, and if good faith shall prevail among the nations. But in fact the query of the cautious Parisian banker stirs many an echo elsewhere, and last those echoes, as they may, should beget "a wild surmise", it is well that the truth should be told. "Magna est veritas, et prevalat," and that it should prevail is the earnest hope of those who live in the Eastern Provinces and who know that what Manchuria needs just now is a general understanding of her affairs, and, on the part of the diverse interests meeting there, patience, mutuality, consideration and frankness—difficult traits these to find, or expect to find associated in diplomatic dealings. Nevertheless all will be well with Manchuria, granted thorough knowledge and fair play.

No easy task is that of H. E. Hsu Shih-Chang. His territory is more heterogeneous than any other viceroyalty in China, and whatever course of action he pursues is sure to meet with censure, either openly expressed, or brought by more indirect channels to bear. His recent trip concluded this month through the northern provinces, Heilungkiang and Kirin, brings the situation freshly and thoroughly to mind as a whole, and followed in retrospect, indicates the present status quo as well as those questions remaining yet unsettled in Manchuria.

During the 42 days of his absence from Mukden, H. E. Hsu was busily engaged in reorganizing and instructing the central governments at Tsibsihar and Kirin, studying local conditions and collecting materials for his recent memorial to the Throne. In both provinces he found finances comparatively low, a state of affairs attributable chiefly to the poor harvests of last autumn, although other influences also contribute. During his ten days sojourn at Tsibsihar and Kirin respectively, he distributed the offices of government in three departments, the Finance, Home, and Foreign Bureaus, this organisation being similar to that already in force under Governor Tang Shao-yi in Fengtien. Additional materials were also gathered in Kirin province regarding the Chientao boundary question, and these have been compiled with the complete materials of the Chinese case which is now on file in Peking awaiting the presentation of the Japanese papers.

The Viceroy speaks with distinct appreciation of the courteous treatment and attention everywhere accorded him by the Russian civil and military authorities in facilitating his long railway journey, as well as in extending to him many civilities at their various stations, particularly in the city of Harbin, where H. E. spent a day en route from Tsibsihar to Kuangchengtsu.

The two regions which are revealed by the Viceroy's journey as being the centres of chief interest and the seats of probable future difficulty are Harbin and the districts in Fengtien from Kuangshengtzu southward to Mukden, the former typical of the Russian position in North Manchuria, the latter significant of the Japanese attitude and apparent intentions in Central Manchuria.

In Harbin the chief difficulty vis à vis the Chinese and foreigners,—not Russians,—is fully summarized in the regulations adopted this month by the Russian community for the municipal administration of that city. Harbin was opened by China as a place of international residence and trade in January 1907, but nothing faintly indicative of such a status can be found in these regulations which determine the mode of government of the port and the conditions under which property shall be acquired and business transacted within its limits. In the agreement which the Russo-Chinese Bank effected with the Chinese Government in 1896 regarding settlements along the line of the Chinese Eastern Railway, no authority exists for regulations of the nature of those just adopted, nor is there any further or other understanding or agreement in existence warranting the assumptions they contain. The regulations themselves are, in the objects aimed at, such as education, municipal improvement of buildings and streets, supervision of police, more compact organization etc., hopeful. Harbin unquestionably needs regulations of this kind; the trouble, or the seed of trouble, lies not in the regulations themselves, but in the manner by which they are brought into operation, and the point of view on the part of the framers which they indicate.

This point of view, inasmuch as the regulations were framed without the knowledge or consent of either the Chinese local or provincial authorities, indicates the attitude of the Russian interests in North Manchuria. The plan was drafted by the Railway management. It provides for a municipal government by (1) an assembly of 60 delegates and (2) a town council of six members including the chairman. Since the Railway, up to the present, has been arbitrarily administering the affairs of the city, such a plan seems at first sight a relinquishment by them of authority, but a reading of the document shows that in reality no surrender of prerogative is effected. Half of the council are railroad officials or appointees; all transactions, alike in assembly and council, must be in Russian, and the railway expressly reserves the right of supervision, review and veto. Furthermore all relations of this municipal administration with the Chinese Government or with the Consular representatives of Foreign Governments can only be conducted with the consent of the Railway authorities. It may readily be seen therefore that the transfer on authority to a so-called municipal government on the part of the Railway is merely nominal, and that the political control remains as before vested in the Railway.

Such an established order of things in North Manchuria the Viceroyalty will strongly oppose. The Chinese Eastern Railway (that portion of the Trans-Siberian traversing Manchuria) is, of course, only Chinese in name, and these regulations, if allowed to remain in force place the government of the open port of Harbin under the control of an organ of the Russian government working wholly for Russian political and commercial interests, in discrimination against the interests of other nationals.

By virtue of its situation on the Hungarian and at the junction of two railroads Harbin should enjoy a rapid commercial development. But during the two years of railway domination since the war, trade has steadily decreased so that at present the city is practically living upon itself, and unless the incubus of this domination can be removed, healthy international commerce and business development in the Harbin district are impossible.

In connection with the Viceroy's visit in North Manchuria several points developed of interest as regards general conditions there. The Trans-Siberian Railroad is operated at a loss of over a million roubles per month, and the salaries of the employees and lesser officials were said to be weeks in arrear. Russia evidently regards her railroad as a political rather than a sound commercial

enterprise, for in spite of steady financial loss, small attempt has been made to bid for the lucrative freight traffic of North Manchuria for export via Vladivostok. Only very recently, within the past month, the extraordinary congestion of freight at Kuangshengtzu, which the South Manchurian Railway has been totally unable to relieve, has forced a certain amount of competitive activity upon the Russian line.

Nevertheless, both in Harbin and in Vladivostok, extensive investment in economically unproductive amusement goes on and increases apparently in inverse ratio to the sound prosperity of those cities. Theatres, opera-houses, cafés chantans, restaurants and confectioners shops of such establishments there are more in Harbin and Vladivostok than in Shanghai and Hongkong, and they are supported upon less than 10 per cent of the wealth of the latter ports. As might be expected disorder abounds, robberies and murders are of frequent and regular occurrence, and as in the pioneer days of the Western American States sixty years ago, everyone goes armed. In Vladivostok smouldering revolutionary disorder is the chief cause of uneasiness, whereas Harbin seems at present the sanctuary for all the criminal classes of the South of Europe and the Caucasus. It is not too much to say that corruption, weakness and inefficiency are as prevalent in Russian Manchuria as they were before the war, and it is clear to the most casual observer that, although the Russians are courteous to a travelling Chinese official, the Chinese cannot respect the Russians as a ruling and administrative class. What North Manchuria needs to-day is a strict observance of treaty conditions and obligations, leading to the growth of a sound political and commercial status which will attract the investment of capital. The region is rich enough in agriculture, timber and minerals, the labour is at hand, and transportation facilities are available.

Far greater than any uneasiness regarding conditions in North Manchuria is the apprehension of the Provincial government as to Chinese sovereignty in Central Manchuria. While the Postal and Telegraph negotiations still hang fire and the Chientao boundary is unsettled, the Japanese appear to be proceeding as if there could be no doubt as to their own claims. Recently the objections raised against the extension of the Imperial Railways to Pakumen have intensified the situation and complicated it by bringing in the interests of Paulings and the British Corporation. These and other similar questions are vitally interesting in Manchuria, and, in that their solution will go far towards fixing the as yet undetermined political status of the province, and further or retard its commercial and industrial growth, they must command international interest in the Far East. A discussion of them cannot be undertaken within the limits of the present letter, but may form the subject matter of future contributions.

As for conditions at Kuangshengtzu and Kirin as the Viceroy found them, they may be briefly stated. When one crosses from the Russian into the Japanese zone at Changchun, one passes from semi-stagnation into the appearance of great activity, although efficiency in Japanese enterprise is not more marked. Wherever inefficiency is found south of Changchun, however, it is never the result of corruption and weakness on the part of the Japanese.

Since the first of December the Japanese and Russian terminal stations at Erakow and Palpio respectively have been joined, the Russian broad gauge and the Japanese narrow gauge running side by side over the one mile which separates the stations. The time tables of the two roads have also been mutually arranged so that through passenger service may now be effected conveniently and with no loss of time, the waits being if the trains are punctual, not more than 30 minutes.

But the Japanese have now run off north-eastward a great curving spur of track which terminates in their new freight station and yards at West Changchun, half way between the Russian station and Erakow, and the Chinese city at Kuangshengtzu. The new station is directly on the survey of the projected branch line to Kirin, a part of the permanent way for which the Japanese have already begun. The freight terminus, we are informed on the best of authority, the Japanese intend to

establish ultimately as their station for both freight and passenger traffic, making a second stop at Palpio for through passengers from the north, or compelling another extension from West Changchun to the Russian station. West Changchun is the name given to the new Japanese settlement of about 1000 acres which has been seized by the railroad and independent colonists on the land originally set apart for an international foreign settlement. Several substantial brick buildings have already been put up including the Railway Hotel-Club which is the most prominent feature in the landscape, surmounting a little hill, with a tall flag-staff from which flies the south Manchuria Railway's flag. The Mitsui Bussan Kaisha and the Yokohama Specie Bank are well established, and a colony of more than 2,000 Japanese, is rapidly increasing.

The railway facilities are however unable to cope with the freight traffic they have undertaken. Bean sacks, bean cake, tobacco, mushrooms, piece goods, cart wheels and other articles of export and import are stacked in piles, twenty feet high, all around the station which they hide from view. From a distance at the time of the Viceroy's visit, the place resembled some colossal ant-hill, with Chinese carts for an ever crawling forever in and out of the mountain of produce which each contribution swelled.

In response to the repeated importunities of the Japanese, a Chinese engineer is now engaged upon the survey of the Kirin-Changchun line. According to the terms of their convention the Chinese must borrow 5 per cent of the capital necessary for this enterprise from the Japanese.

It is important to bear in mind that one unpleasant incident begets a frame of mind in an observer of, or a sufferer from, that incident, which unavoidably colours future experiences and may prejudice fair judgement. This is an exceedingly trying period for Japan, the most difficult, not even excepting the last war, through which she has passed. It is therefore unfair to judge her hastily now by individual indiscretions. One must remember that it is never the best sorts of a people who follow armies into a land newly opened by war, and that it is no easy matter to administer a large, new establishment, like a railway for example, in a strange and uncomfortable land, among an alien people.

What I should like to hear of in Manchuria is that Fair Play is intended; that what appears to be evidence of bad treaty faith are not premeditated, but due to various causes the exigencies of a situation, divergent in origin and difficult to control. Could such reassurance be given and supported by some tangible evidence, more charity would be accorded to legitimate Japanese enterprise in Manchuria, which must assuredly must remain a Chinese province.

STARTLING DISCOVERY.

It is reported that a constable on duty in the vicinity of Blake Garden entered the garden at an early hour on February 12th with the object of ordering looters to "move on." Seeing six men in a sitting posture on one of the seats in a secluded part, he approached with the object of ordering them out, but was horrified to find that all six were corpses. Death in each case is said to have been due to smallpox, and the inference is that the bodies were "dumped."

It turns out the average amount of bank notes in circulation and of specie in reserve in Hong Kong, during the month ended 31st January 1908, as certified by the managers of the respective banks, are as under:—

BANK.	AVERAGE SPECIE AMOUNT IN RESERVE.
Chartered Bank of India	\$
Australia and China	1,124,838 31,000,000
Hongkong and Shanghai	
Banking Corporation	16,444,55 11,000,000
National Bank of China	
Limited	349,99 150,000
Total	\$2,917,982 14,250,000

JAPANESE POSTAL SITUATION
IN MANCHURIA.

(FROM OUR CORRESPONDENT.)

Mukden, February 2nd.

A knowledge of the Japanese postal system in Manchuria since the war seems to show an attitude on the part of the Tokyo government at variance with treaty agreements with China. Not only does the aggressive policy of the Japanese in the matter of the posts ignore, or seem to ignore, China as an independent power, it is also quite out of accord with the position of other powers, those allied with Japan as well as those unallied, towards Manchuria. Owing to the ancient policy of the Chinese government, their difficulties in dealing with the Japanese have been withheld from publicity whereas the Japanese interests have either been stated in a manner quite naturally partisan and biased, or have continued to thrive under cover of the alliances and the secrecy which they knew they might traditionally depend upon the Chinese to maintain.

Quite recently the Wai-wu-pu, in desperation over the protracted negotiations in the case of the Manchuria telegraphs, has allowed a few facts regarding that situation to be published and, in view of that attitude, similar facts with regard to the Chinese and Japanese Imperial Post Offices should contain peculiar interest.

During the war Chinese post-offices were closed throughout Manchuria, the Japanese and Russians operating their own military postal services. Owing to the exigencies of war the Chinese postal system in the three eastern provinces practically ceased to be during the period 1904-05. When, in accordance with the stipulations contained in the Treaty of Portsmouth, troops were withdrawn in April 1907, the Japanese Post Offices, so far from a corresponding retrenchment in conformity with the lessened necessity of their Manchurian establishment, on the contrary continued as formerly in operation. Since that time, i.e. during the past ten months' the system has been constantly extended and increased. At every station on the South Manchurian Railway the Japanese maintain a post office, which does not confine itself to military or railway uses, but receives public patronage and accepts foreign mail of all classes with Japanese postage. Not content with so much, which of course is a direct blow to Chinese postal revenue, the Japanese have been extending their system to points off the line of the Railway such as Kirin, where as elsewhere their offices, not only handle Japanese mail for Japanese subjects and destinations, but operate in direct competition with the Chinese postal service.

In April 1907, at the same time with the withdrawal of the troops and with the understanding that the Japanese postal interests would follow, in a reasonable time, a policy of retrenchment corresponding to the decreased necessity for them, W. C. Hames-Watson of the Imperial Chinese Customs, was appointed Postal Commissioner for Manchuria and proceeded to his post at Mukden to take charge. Under his efficient direction, the Chinese Imperial Post in Manchuria, which is a branch of the Imperial Customs and therefore in a position to profit by the established organization and proved competency of the latter institution, has developed rapidly and thoroughly.

Since April 1907 the Manchurian service has been doubled: i.e. from 43 offices open at the time of Mr. Watson's arrival to 84 at present in full operation. New postal routes have been opened up, mounted courier deliveries started in Kirin and Heilungkiang provinces, and local services with post boxes inaugurated in the chief cities. Before the close of the present calendar year 150 offices (i.e. 66 in addition to those already open) already planned for, will have been established in commission.

This thorough postal operation in Manchuria is, of course, only a division of the service which the Imperial Government is establishing throughout China. Mr. Watson is the fourth of the Postal Commissioners to be appointed, the previous appointees being those at Canton, Shanghai and Peking. Since April 1907 two more Postal Commissioners have been appointed respectively to the Fo chow and Hankow

districts. The whole system has the double advantage of being, in the first place, a national institution, representing the newly awakened desire on the part of the Chinese for thorough public service, and it is, in the second place, under a management of tried, proved, and acknowledged efficiency. And just here lies the crux of the matter. With the coming of an Imperial Commissioner and thorough recognized competency in the Manchurian postal service, the Japanese promptly strengthened their own position. They have now recalled their small fry from the directorate and placed only their high postal officials in the Manchurian management. The Japanese Postal Commissioner at Mukden has been placed there as an equal in rank with the Imperial Commissioner and has therefore been quite naturally tried in spirit, because, since his arrival in September, he has never been officially recognized by Mr. Watson.

Nothing, seemingly, could be more clear, once the matter is fairly brought to the light. The railroad military excuse for the further extension of a Japanese postal system can of course no longer obtain, and as for the inability of the Chinese Government to provide an adequate postal service for their three eastern provinces, such a contention is every day proved more false even to an ordinary observer. Indeed the converse of such a proposition reacts upon the Japanese postal service with convincing effect. Two incidents may suffice. The Chinese officials in Mukden have been protesting recently that the Japanese carriers in that city, when unable to deliver their own mail, quietly drop it into the collection boxes of the Imperial Posts in various parts of the city. These boxes have sometimes been found half-full of undelivered Japanese mails. Three large packages delivered for transportation by the Imperial Post early in January were lost by the Japanese, and all requests for recompense ignored, until the Commissioner threatened to take the matter up at Peking. Even then neither the parcels nor explanations were forthcoming but only a perfunctory payment of minimum damages.

In addition to these shortcomings of the invaders the complaints of interference by the Japanese Post Office are many and well founded. As mentioned in Dr. Morrison's recent letter to the times, all mails coming from the south into Central Manchuria via the South Manchurian R.R. are Japanese. From the North also the Chinese carriers from Harbin must hand over their mail bags to the Japanese at Kwangchengzu, and although still in European or Chinese bags, the mail is distributed at that, and all other points south in Manchuria from Japanese Post Offices. Frequent complaints are filed with the Commissioner of delaying Chinese mails, both outward and inward bound, in order to expedite the forwarding of Japanese mails. By this process continually repeated, the Japanese service is made to appear quicker than the Imperial Posts. Quite recently another restriction has been imposed upon the Chinese Post Offices. The Japanese have refused to admit Chinese parcels as mail matter for transportation on their railroad, accordingly all such articles must now go as freight. Such action is, of course, purely arbitrary in principle and in this instance quite without precedent, warning or explanation. Simultaneously with their restrictions upon the Imperial Posts, the Japanese have started a parcel post service of their own, by which new arrangements they can transport their own parcels on their own lines at a higher postal rate, such parcels being exempt from any likin or post-customs charges on the Chinese parcels, on the contrary, come in as freight for both likin and post-customs, a serious disadvantage which will, of course, divert all parcels post to the Japanese service.

To meet this handicap, the Commissioner has proposed a system of revenue stamps, to be attached by the Chinese P. O., which will clear parcels of all duties, thus allowing them to pass, at a slight extra charge, expeditiously without inspection or further custody. But to this proposal the Japanese demur without expressed reasons for so doing. Here then is their position apparently indicated, since it is contrived that they desire rather than cooperation. Other indications of this position are

not lacking, in fact it is the very recurrence of such incidents, consistent in their nature, which is impressive. At Liaoyang, in January, a Chinese Imperial P. O. bag, open in the presence of the local Chinese Postmaster by Japanese officials who refused to surrender either bag or contents on the plea that "they wanted to see what was in the bag." Two weeks have elapsed without a reply to the protest sent by the Chinese Commissioner to Dalay.

Thus at once extending their own postal system throughout Manchuria without justification or necessity, and, through their ownership of the South Manchurian Railway checking, and interfering with the free operation of the legitimate and now thoroughly efficient Chinese Posts, the Japanese appear, as in Korea, to be furthering a great political movement which is totally at variance with their express and reiterated declarations. Their present attitude and operations, in the matter of the telegraphs, as well as in that of the Posts can only be defined as a means of getting sufficiently strong tentacles into this territory to solidify their present position in Manchuria and hold future claims as yet only indicated.

DEATH OF MR. WILLIAM DANBY.

We regret to announce that Mr. William Danby died at the Government Civil Hospital at 2.15 p.m. on February 12th from injuries sustained by falling down the granite stairway of the Hongkong Club on February 10th.

A residence of thirty five years in the Colony, his professional standing as a civil engineer, and his social qualities combined to make Mr. Danby a familiar and greatly esteemed figure in the life of the Colony. It is superfluous therefore to dwell upon the painful impression created by the sad accident resulting in injuries to the head which were so severe as to preclude any hope of recovery. Mr. Danby remained unconscious after the accident till the end. The deepest sympathy is expressed for the widow and family in their sad bereavement.

Mr. Danby, who was nearly sixty-six years of age, came out to Hongkong in 1873. He was a Yorkshire man, and it was at Leeds that he served his articles as a civil engineer. He rose to become chief resident engineer of the borough. Mr. Danby came out to Hongkong as assistant to the Colonial Surveyor-General, and during the five years he remained in the service of the Colonial Government he had charge of many important public works and surveys, including the surveys and boring of the Tytam waterworks. He resigned in 1879 to set up in private practice, and many old residents will be familiar with the important works with which he has been associated as civil engineer and architect.

Mr. Danby was an old volunteer and was a prominent Mason, being a Past D.S.G.W., of the Hongkong and South China Lodge.

EXPLOSION ON AN OIL SHIP.

An explosion, as reported briefly in last issue, occurred on board the oil steamer *Nerite* on Sunday, and caused the death of two Chinese employed at the Docks. When the oil had been pumped from the tanks on board, the vessel was moved for the Kowloon docks, off which she was lying when the accident happened. It is customary, before entering these tanks with a light, to take the necessary precautions to drive out the gas, and this was done in the present instance, but apparently some of the oil fumes remained, for as soon as two Chinese fitters and a boy entered the hold with a lamp there was a terrific explosion which blew the men with great force against the top of the hold, and shook the vessel from stem to stern. Two of the fitters were killed instantly, but the boy was pluckily rescued by Mr. George White of the Dock Co. He was seriously injured however, and had to be removed to hospital. The outbreak of flame following the explosion caused an alarm of fire to be raised, and the Yeumati section of the brigade and the fire float put in an appearance, but their services were not required. The damage done to the ship is estimated at \$5000.

HONGKONG JOCKEY CLUB RACE MEETING.

FIRST DAY.

Tuesday, February 11th.

There can be no question of the popularity of the annual carnival of the Hongkong Jockey Club. Only one circumstance is needed to insure its complete success, and that is fine weather. Unfortunately this was not available yesterday. But when the clouds cleared away in the forenoon, and the sun shone in a blue sky, many holiday makers thought that the threatening weather had passed, and before the first race had started there was the usual large and enthusiastic attendance. Other conditions, such as an attractive number of entries, a magnificent course, and perfect arrangements carried out by hard working and obliging officials can always be relied on, for everyone having to do with the management of the races does all in his power to further the interests of that old established institution—the Jockey Club. There are few places in the world where a more representative and cosmopolitan crowd can be seen than at the picturesque Happy Valley on race days. Men and women of many nationalities assemble here on this festive occasion, and there can be no doubt that they thoroughly enjoy themselves. With all the grandstands adorned with bunting, with numerous ladies present in the prettiest of costumes, and with various Orientals in the picturesque garbs of the East, the scene was an imposing one. Chinese, as usual, literally swarmed the green enclosure, and dotted every point of vantage round the course. In the enclosure this time there was also a special stand fenced off for sailors and soldiers. Perhaps at no other time during the year is the Valley so well patronised, for during the three days that the race meeting lasts a general holiday is looked upon both by Occidental and Oriental as a privilege which must never be denied.

The racing on the whole, notwithstanding the frequent showers which made the turf somewhat heavy, was very successful, and reflects great credit on the officials conducting it. There were many large fields and not a few exciting finishes, while the times registered were up to the average. His Excellency the Governor and Lady Lugard, with the Government House party, arrived before the tiffin hour, and remained until the last race was run. An appropriate programme of music was played during the day by the band of the Middlesex Regiment. It was a busy day both for those in charge of the Pari Mutuel and the Cash Sweeps, especially the latter which were largely patronised on account of the high dividends they paid. Two or three lucky drawers of winning ponies in these sweeps received over \$1,000 for the five they invested. The highest price paid for a winner in the Pari Mutuel was \$30.40, the price paid on Pine Tree in the Victoria Stakes, while in the last race of the day, the Racing Stakes, Dalliance, the third pony, paid \$67.50 for a place.

The officials of the Jockey Club are:—
His Excellency Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Sir A. W. Moore, K.C.B., K.C.V.O., C.M.G.; His Excellency Major-General R. G. Broadbent, C.B.; Commodore Robert H. S. Stokes, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. F. H. May, C.M.G.; Major H. P. E. Parker; The Hon. Mr. Henry Keswick; J. A. Jupp, Esq.; Captain F. W. Lyons; J. C. Peter, Esq.; H. P. White, Esq.; G. C. C. Master, Esq.; and C. H. Ross, Esq.
Stewards in charge of the Scale.—Captain W. Lyons and Hon. Mr. H. Keswick.
Handicapper.—Major H. P. E. Parker.
Judge.—Hon. Sir Paul Chater, Kt., C.M.G.
Assistant Judge.—J. A. Jupp, Esq.
Starter.—Hon. Mr. F. H. May, C.M.G.
Second Starter.—C. H. Ross, Esq.
Time Keeper.—T. S. Forrest, Esq.
Hon. Treasurer.—C. W. May, Esq.
Clerk of the Course.—T. F. Hough, Esq.

Detailed results of the races follow:—
THE WONG-NEI-CHONG STAKES.—Value \$250. Second to receive \$100; and third \$50. For China ponies, subscription griffins of this

season 1907-1908. Weight for inches as per scale. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Half a Mile.

Mr John Peel's Kirkpatrick 10st 12lbs	...
(Mr Johnstone)	1
Mr Willgriff's Butterpunch 11st 1lb	...
(Mr Reid)	2
Mr Lanark's Glenlui 10st 12lbs (Mr Clarke)	3
Mr Brutton's Sparkford 10st 10lbs	...
(Mr Hickman)	0
Mr Christiani's Drueckeberger 10st 12lbs	...
(Mr G. C. C. Master)	0
Mr Cockney's The Ditch 10st 9lbs	...
(Mr Lorge)	0
Mr Elbee's Hilarious 10st 12lbs	...
(Mr R. F. C. Master)	0
Messrs. T. F. Hough & R. Shewan's Lochleven 11st 1lb (Mr Hayes)	0
Mr Lanset's Energy 10st 12lbs (Mr Seth)	0
Mr Leith's Diamant 11st 1lb (Mr Dupree)	0
Mr Leland's Sunlight 11st 1lb (Mr Gegg)	0
Mr F. B. Marshall's Chestnut Tree 11st 4lb	...
(Mr Vida)	0
Hon. F. H. May & Mr M. W. Slade's Mu'teer 11st 1lb (Capt. Trotter)	0
Do. Tumen 10st 12lbs (Mr Hesketh)	0
Mr Medico's Wensley 10st, 7lbs	...
(Mr Marshall)	0
Mr G. C. Moxon's Vexation 10st 10lbs	...
(Mr Roberts)	0

A field of fifteen faced the starter and after a slight delay got well away, continuing their journey in a bunch. Mr. Master on Drueckeberger took the lead at the start, but Butterpunch overtook him going up the incline and Glenlui drew close on the leader, Drueckeberger falling back to fourth place. Entering the straight Hilarious passed Drueckeberger and Kirkpatrick, drawing away from the bunch, rapidly overhauled the leaders and won the race by a neck, Butterpunch being second and Glenlui third. Time 59 3/5 secs. The pari-mutuel paid \$20.70 on the winner; \$6.90 on the first pony, \$28.30 on the second, and \$9.90 on the third. In the cash sweeps the first pony paid \$119.70; the second \$34.20, and the third \$17.10.

THE VICTORIA STAKES.—Value \$500. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Bonâ fide griffins on date of entry allowed 5 lb. Subscription griffins of this season 1907-1908 allowed 10 lb. Entrance \$10. One Mile.

Mr F. B. Marshall's Pine Tree (late Earthquake), 10st 12lbs (Mr Vida)	1
Mr John Peel's Ardpatrik, 11st 1lb (Mr Johnstone)	2
Mr Dryasdust's Coxcomb, 10st 12lbs (Mr Dupree)	3
Mr Brutton's Kingston 11st 1st (Mr Gegg)	0
Mr Buxey's Lancaster Rose (late Rustic), 11st 4lbs (Mr G. Master)	0
Mr Moregold's Mainstay, 11st 4lbs (Mr Jordan)	0
Do. Homocoea, 10st 9lb (Mr Reid)	0
Uncle Sam's Patrick's Pride, 11st 1lb (Mr R. Master)	0

The field of eight were sent off to a good start, Master on Lancaster Rose taking up the position by the rails. Passing the straight for the first time Ardpatrik was slightly ahead of Kingston and the Rose who ran neck and neck. The field were in close order passing Bowington, Mainstay running alone at the rear. Homocoea jumped into the lead at the Football stand, heading Lancaster Rose by a length, while Coxcomb was in third position. Ascending the incline Coxcomb took Lancaster Rose's place, and Pine Tree drew level with the latter as black rock was reached. Pine Tree gradually worked his way to the front, and challenged Ardpatrik entering the straight. The race home was between these two, and it was a fast and exciting one, Pine Tree just winning by a touch. Coxcomb was third, defeating Lancaster Rose, but being some distance behind the first and second ponies. Time—2.06.35. The pari-mutuel paid \$30.40 on the winner and \$9.30 on the first pony; \$40 on the second; and \$9.60 on the third. Payments by the cash sweeps were \$226.80 first pony; \$64.80 second; and \$32.40 third.

THE VALLEY STAKES.—A Sweepstakes of \$10 each with \$300 added. Winner to receive 70 per cent.; second 20 per cent.; and third

10 per cent. For China ponies, subscription griffins of this season 1907-1908. Weight for inches as per scale. Three quarters of a Mile.

Mr John Peel's Kirkpatrick 10st 9lb	...
(Mr Johnstone)	1
Mr Buxey's Sofrano Rose 10st 12lb	...
(Mr G. C. C. Master)	2
Mr Lanset's Fleetfoot 11st 1lb (Mr Gegg)	3
Mr J. Armstrong's Shirbeck 11st 4lb	...
(Mr Hind)	0
Mr Dryasdust's Pilgrim 10st 9lb	...
(Mr Dupree)	0
Mr Andrew Forbes' Desmond 10st 12lb	...
(Mr R. Master)	0
Messrs H. M. B. and B.'s Redavni 11st 1lb	...
(Mr Marshall)	0
Mr Lanset's Dalliance 10st 12lb (Mr Seth)	0
Mr D. Macdonald's Highland Waif 10st 12lb	...
(Mr Hayes)	0
Mr F. B. Marshall's Gum Tree 10st 12lb	...
(Mr Vida)	0
Mr M'Donnell's Pat 10st 12lb (Mr Reid)	...
Mr Smith's Quicksilver 11st 4lb (Mr Clarke)	0

After several false starts the field were sent away, Kirkpatrick being well in the lead, and drawing further away from the rest as he went up the hill. At the rock Mr. G. Master on Sofrano Rose had drawn to within a length of the leader, Redavni being in second place. Rounding the village the latter pony was overtaken by Fleetfoot, who took the lead entering the straight. In the run home, however, Johnstone gave his mount free rein and Kirkpatrick ran past the post an easy winner, Sofrano Rose being second, and Fleetfoot third. Time—1 min 32-1/5 secs. The pari-mutuel paid \$15.90 on the winner, \$6.40 on the first pony, \$7.30 on the second, and \$6.70 on the third. Payments by the cash sweeps were—\$41 first; \$126 second, and \$63 third pony.

THE HONGKONG GRIFFIN STAKES.—Value \$400. Second to receive \$150, and third \$50. For China pony griffins imported direct per s.s. "Cheong Shing," by the Dealer Dau Chu Fâ. Weight for inches as per scale. Entrance \$10. One Mile.

Mr T. S. Forrest's Forfar 11st 1st	...
(Mr Johnstone)	1
Major Parker's Punjabi 10st 12lb	...
(Mr Gegg)	2
Mr John Peel's Kirkcudbright 10st 9lb	...
(Mr Reid)	3
Mr Brutton's Trent 11st 1lb (Mr Large)	0
Mr Dryasdust's Freethinker 11st 4lb	...
(Mr Dupree)	0
Messrs T. F. Hough and R. Shewan's Dumbridikes 10st 12lb	...
(Mr Hayes)	0
Do. Tillietudlem 11st 4lb	...
(Mr R. Master)	0

Freethinker on the rails, got away at the start, Dumbridikes and Kirkcudbright following. The leader was displaced by Forfar in the first furlong, then gave way to Kirkcudbright, and ultimately fell behind Dumbridikes who took second place. Passing the football stand Punjabi headed the field, Kirkcudbright being in second position and Forfar and Dumbridikes running a level third. Forfar then took first place from Punjabi, Dumbridikes and Kirkcudbright falling back. Freethinker on the outer course ran into third place as the straight was entered, and Forfar challenged Punjabi, who had again got to the front, in the final sprint, defeating him by two lengths, while Kirkcudbright got home third. Time—2 min 10 secs. The pari-mutuel paid \$8.20 on the winner; \$5.10 for first place, \$6 for second; and \$7.40 for third. The cash sweeps paid, \$567 on the first, \$162 on the second, and \$81 on the third pony.

THE MAIDEN STAKES.—Value \$500. Second to receive \$150; and third \$50. For China ponies, bonâ fide griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1907-1908 allowed 7 lb. Entrance \$10. Three quarters of a Mile.

Mr F. B. Marshall's Nutmeg Tree 11st 1lb	...
(Mr Vida)	1
Mr Alex. Moir's Strathnairn 10st 12lb	...
(Mr Clarke)	2
Mr Ellis Kadoorie's Cherokee Chief 11st 4lb	...
(Mr Hayes)	3
Messrs T. F. Hough and R. Shewan's Sidier Roy 10st 12lb	...
(Mr Gegg)	0

The flag fell to a good start which saw Sidier Roy in the van, Nutmeg Tree second and Cherokee Chief third. Sidier Roy maintained his lead until the village was neared. Then Nutmeg Tree took the lead and gained about four lengths on the field before the straight was entered. The other ponies neared him in the home run, but he had plenty to spare and secured an easy win, Strathnairn being second and Cherokee Chief third. Time—1 min 32 secs. The pari mutual paid \$8.00 on the winner; \$5.80 on the first; and \$16.20 on the second. Payments on the cash sweeps were \$740.25 on Nutmeg Tree, \$211.50 on Strathnairn; and \$105.75 on Cherokee Chief.

THE FOCHOW CUP.—Value \$400. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Ponies who have run at any previous meeting and not won a race and griffins allowed 5 lb. Subscription griffins of this season 1907-1908 allowed 7 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Two Miles.

Mr John Peel's Quorn 11st 4lb (Mr Johnstone) 1

Mr Buxey's Glorious Rose 11st 1lb (Mr G. C. Master) 2

Mr Brutton's Septima 10st 4lb (Mr Dupree) 3

Mr Loland's Starlight 11st 1lb (Mr Gegg) 0

Septima took the lead in this race, Quorn being second, Glorious Rose third and Starlight fourth. The field continued in single file and in the same order during the first run round, and in the second until Bowrington was reached, when Glorious Rose challenged and passed Quorn. Going up the incline he drew level with Septima, and assumed the lead passing the village. Quorn was then given more pace, and relieved Septima of second position. Then he drew level with the Rose in the straight and a splendid race home was witnessed, Quorn defeating the Rose by a neck, with Septima third. Time—4 min. 31 secs. The pari mutual paid \$11.90 on the winner; and \$5.40 on both first and second ponies. The cash sweeps paid \$1,115.10 on the first; \$318.60 on the second; and \$159.30 on the third pony.

THE TRIAL PLATE.—Value \$500. Second to receive \$150; and third \$0. For China ponies, *bona fide* griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1907-1908 allowed 7 lb. Winner of the Maiden Stakes 7 lb. extra. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. From the Two Mile Post Once Round and in.

Mr F. B. Marshall's Palm Tree 11st 1lb (Mr Vida) *

Mr John Peel's Kirkwood 10st 11lb (Mr Johnstone) *

Mr Ellis Kadoorie's Mohawk Chief 10st 12lb (Mr Hayes) 3

Mr Kenrick's Mischief 11st 13lb (Mr Hickman) 0

* Dead Head

Mischief sprung into the lead with the fall of the starter's flag, Kirkwood following, then Mohawk Chief, then Palm Tree. Kirkwood relieved Mischief of first place and the latter pony gradually fell to the rear. Then Mohawk Chief and Palm Tree drew level with Kirkwood and one of the best and most exciting races of the day, if not the best, was witnessed in the gallop up the straight. The three ponies were driven hard and both Palm Tree and Kirkwood responded gallantly, passing the judge's box level while Mohawk Chief ran a good third. Time—2 min. 25-3/5 secs. The pari mutual paid \$6.50 on Kirkwood and \$4.80 on Palm Tree, while in the placed betting Palm Tree paid \$5.40 and Kirkwood \$5.50. The cash sweeps paid \$872.77 on both Palm Tree and Kirkwood, and \$193.95 on Mohawk Chief.

THE GARRISON CUP.—Presented by the Officers of the Garrison. Second to receive \$100; and third \$50. For China ponies, subscription griffins of any season. Weight for inches as per scale. Winners at previous meetings of one race 7 lb.; of more than one 14 lb.; at this meeting 3 lb. extra. Penalties accumulative. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. One Mile.

Mr Dryasdust's Grey Tick 10st 12lb (Mr Dupree) 1

Mr John Peel's Kirkmichael 10st 12lb (Mr Johnstone) 2

Mr Ellis Kadoorie's Maori Chief 10st 12lb (Mr Hayes) 3

Mr Brecknock's Velocity 10st 7lb (Mr Roberts) 0

Capt Brierley's Can Pass 11st (Owner) 0

Mr Hurstham's Repentance 10st 7lb (Mr Large) 0

Mr Keecheong's Fati 11st 4lb (Mr Gegg) 0

Mr Rodcar's Finesse 10st 13lb (Mr Hickman) 0

The field of eight were headed by Kirkmichael at the start, Can Pass running in second place and Maori Chief third. Past the judges stand for the first time Kirkmichael led the field by several lengths, and held this lead until the incline was reached. Going up this Maori Chief was fast overhauling the leader, but Kirkmichael, easily ridden, was still ahead when the village was passed. Entering the straight Grey Tick drew away from the field and gradually overhauled the leaders, passing both in the final sprint and winning by nearly a length. Many spectators, however, were of the opinion that Kirkmichael should have won. Even in the final stages his rider did not press him, and he looked as fresh at the finish of the race as at the start. The pari mutual paid \$13.70 on the winner; \$5.20 on the first pony; \$5 on the second; and \$6.50 on the third. Payments on the cash sweeps were \$335.60 on the first; \$381.60 on the second; and \$90.80 on the third.

THE LUSITANOCUP.—Presented by the members of the Club Lusitano. For China ponies *bona fide* griffins on date of entry. Second to receive \$100; and third \$50. Weight for inches as per scale. Subscription griffins of this season 1907-1908 allowed 7 lb. Winners 7 lb. extra. Entrance \$10. One mile.

Mr F. B. Marshall's Rubber Tree 11st 1lb (Mr Vida) 1

Mr Buxey's Jubilee Rose 10st 12lb (Mr G. Master) 2

Mr Ellis Kadoorie's Baluchi Chief 11st 12lb (Mr Hayes) 3

Mr Brutton's Silverlake 10st 9lb (Mr Dupree) 0

Messrs T. F. Hough and R. Shewan's Sidier 11st 11lb (Mr Gegg) 0

Mr John Peel's Kirkmahoe 10st 12lb (Mr Johnstone) 0

Passing the Judge's stand for the first time Baluchi Chief was first, Jubilee Rose second and Silverlake third. The Chief increased his lead on the run to the incline, but here Silverlake drew away from the field, and as the leaders emerged from behind the rock Silverlake was running neck and neck with Baluchi Chief. The finish of the race saw Rubber Tree first, Jubilee Rose second and Baluchi Chief, third. Time—2 min 08 2/5 secs. Pari mutual payments were \$23.40 on the winner; \$5.70 on first placed pony; \$5.50 on the second; and \$1.70 on the third. The cash sweeps paid \$1275.75 on the first; \$364.50 on the second; and \$182.25 on the third pony.

THE HONGKONG CLUB CUP.—Presented by the Members of the Hongkong Club. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Griffins allowed 5 lb. Subscription griffins of this season 1907-1908 allowed 10 lb. Winners at this meeting 5 lb. extra. Entrance \$15. One Mile and a half.

Mr Buxey's Spring Rose 11st 1st (Mr G. Master) 1

Mr F. B. Marshall's Mystic 11st 11lb (Mr Vida) 2

Mr John Peel's Eglington 11st 11lb (Mr Johnstone) 3

Mr Brutton's Preston 11st 11lb (Mr Gegg) 0

Messrs T. F. Hough & R. Shewan's Corrie 10st 9lb (Mr Hayes) 0

Mr Moregold's Mainstay 11st 4lb (Mr R. Master) 0

Do Wildman late Highlandman 11st 4lb (Mr Jordan) 0

Of the seven starters in the mile and a half Corrie got away first, Glorious Rose being in second position, Eglington third and Mystic fourth. This order was maintained passing the stand for the first time, but when nearing Bowrington the Rose drew into second place.

Eglington was again level with him at the Football stand however, and here Mystic, who was a bad fourth, began to draw rapidly on the three in the van. Going up the incline Spring Rose headed Corrie, while Mystic and Eglington drew well up in third position. As the straight was entered, Mystic, who had got into second place made a great effort to pass the Rose, but it was of no avail. Last year's Derby winner proved that he was still a stayer, and piloted by Master he passed the winning post a length ahead, Eglington finishing a good third. Times 3 min. 18-2/5 secs. Pari mutual payments were: winner \$8.70, Placed ponies—1st \$5; 2nd, \$5.20; 3rd, \$5.50. The cash sweeps paid \$1200.15 on the first; \$342.90 on the second; and \$171.45 on the third.

THE RACING STAKE.—Value \$400. Second to receive \$100; and third \$50. For China ponies, subscription griffins of this season 1907-1908. Weight for inches as per scale. Winners barred. Unplaced runners and jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Allowances accumulative. Entrance \$10. Five Furlongs.

Mr Buxey's Black Prince Rose 10st 9lb (Mr G. Master) 1

Mr Willgriff's Butterpunch 11st 1lb (Mr Reid) 2

Ma La's set's Dalliance 11st 12lb (Mr H. Seth) 3

Mr Charles' So So 10st 12lb (Mr R. Master) 0

Mr W. G. Clarke's Lowlander 10st 12lb (Mr Johnstone) 0

Mr Cockney's The Ditch 10st 7lb (Mr Large) 0

Mr Dryasdust's Pilgrim 10st 4lb (Mr Dupree) 0

Messrs T. F. Hough & R. Shewan's Lochleven 10st 10lb (Mr Hayes) 0

Mr A. C. Hyues' Baguio 10st 7lb (Mr Roberts) 0

Mr Lanark's Glenlui 10st 12lb (Mr Clarke) 0

Mr Lanet's Energy 10st 12lb (Mr Seth) 0

Mr Leith's Diamant 10st 12lb (Mr Vida) 0

Hon. Mr F. H. May & Mr M. W. Slade's Muleteer 11st 1lb (Mr Heathcote) 0

Mr Alex. Moir's Strathmohr 11st 1lb (Mr Gegg) 0

Mr John Peel's Chicane 10st 10lb (Mr Hickman) 0

Mr Smith's Gold Leaf 10st 7lb (Mr Hind) 0

A field of sixteen starters for the last race of the day, and a beautiful send off. Pilgrim was slightly in the lead when the bunch emerged from the football field, but as the incline was reached Butterpunch drew ahead. Rounding the village bend Black Prince Rose and Dalliance came to the fore, and Rose challenged the leader in the straight. It was a splendid race home, and the end saw Black Prince Rose first, Butterpunch second and Dalliance third. Time—1 min 18 1/5 secs. The pari mutual paid \$20.90 on the winner; \$10 on the first pony; \$11.20 on the second; and \$67.50 on the third. Cash sweep payments were \$1,134 first pony; \$324 second; and \$162 third.

SECOND DAY.

Wednesday, February 12th.

Notwithstanding the threatening weather there was another large attendance at Happy Valley yesterday for the second day of the races. Early in the morning the teams running to the local sports centre were filled, so that by the time the first race started there was a large crowd in the many stands, and this increased as the day wore on. His Excellency the Governor and Lady Lugard were again in attendance, and there were also many ladies present. Yesterday's musical programme was entrusted to the band of the Cameron Highlanders, and they varied the ordinary music by occasional selections on the bagpipes, the pipers of the regiment marching up and down the lawn and holding the attention of many Scots and others as they played some of their national airs. Even more interest than on the previous day was taken in yesterday's racing on account of the principal event of the meeting—the derby—being brought off. It is the number of sweeps promoted on this race that helps to make it so famous, and great excitement prevailed yesterday from the time the ponies were saddled for it until

the finish. Kirkwood, the winner, was not generally fancied on account of his lightness, but the result of the race proved that he was a stayer. The great majority of those present yesterday were gamblers for the nonce and, as on the previous day, both cash sweeps and pari mutual had a busy time. In the Derby, a ten dollar sweep, the cash sweeps paid out \$2835 on the winning pony, while in several other races the first pony paid over \$1000. Pari mutual payments were much the same as on the previous day the only race which brought a respectable dividend being the Navy Cup, when Lowlander paid \$219.20 for a win. Detailed results of the racing follow:—

THE PROFESSIONAL CUP.—Value £50. Presented. Second to receive \$100; and third \$50. For griffins on date of entry and ponies that have never won a race. Subscription griffins of this season 1908 allowed 5 lb. Weight for inches as per scale. Winners barred. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. One Mile.

Mr Godfrey Master's Astral (late Astrol) 1st 12lbs (owner) 1
Mr John Peel's Kirkmahoe 1st 12lbs (Mr Johnstone) 2
Mr Brutton's Silverlake 1st 9lbs (Mr Vida) 3
Mr Ellis Kadoorie's Cherokee Chief 1st 4lbs (Mr Hayes) 0
Mr Kenrick's Mischief 1st 13lbs (Mr Hickman) 0
Mr Rolason's Beaufort 1st 11lbs (Mr R. Master) 0

Cherokee Chief led the field at the start and held the lead passing the judges' stand, Mischief being in second position and Beaufort third. Beaufort overtook Mischief in the back stretch, Astrol then being fourth, but assuming third position at the football stand. Approaching the incline Cherokee Chief led by several lengths from Beaufort, while Astral took second place and overtook the leader at the bend. Silverlake, now hard ridden, went ahead into second place, Kirkmahoe being third, while Cherokee Chief fell out of the race. At the village Silverlake and Astral raced together Kirkmahoe drawing on the leaders as the straight was entered. A splendid run home saw Astral past the winning post first, Kirkmahoe second, and Silverlake third. Time—2 min 07/1-5 sec. The pari mutual paid \$5 on the winner, \$520 on the first pony; \$6.60 on the second; and \$620 on the third. Cash sweep payments were \$214.20 first; \$61.20 second; and \$30.60 third pony.

THE EXCHANGE PLATE.—Value \$1,000. Presented by the Bankers and Exchange Brokers of Hongkong. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb.; of two or more races 10 lb. extra. Griffins allowed 5 lb. Subscription griffins of this season 1907-1908 allowed 5 lb. Entrance \$15. From the Two Mile Post Once Round and in.

Mr F. B. Marshall's Mystic 1st 11b (Mr Vida) 1
Mr Buxey's York Rose (late Ruric) 1st 12lb (Mr G. Master) 2
Mr John Peel's Ardpatrick 1st 11b (Mr Johnstone) 3
Mr Dryasdust's Coxcomb 1st 12lb (Mr Dupree) 0

Mr Loland's Starlight 1st 12lb (Mr Gegg) 0
Ardpatrick took up his position by the rails and led the field at the start, York Rose being next, while Starlight brought up the rear. Passing Bowington, Ardpatrick led the field by nearly a length. Entering the back stretch the field closed up slightly and Mystic drew level with Coxcomb, Master on the Rose challenging Ardpatrick and leading the way past the village. Then Mystic came to the front and headed the field as the straight was entered. He ran home a winner by three lengths, York Rose being second and Ardpatrick third. The pari mutual paid \$28.40 on the winner; \$9 on the first pony, and \$6.60 on the second. Cash sweep payments were \$598.50 on the first pony; \$171 on the second, and \$85.50 on the third.

THE HONGKONG DERRY.—A Sweepstakes of \$20 each with \$1,500 added. (Half forfeit if declared on or before day of closing entries). For China ponies, bona fide griffins on date

of entry. First pony to receive 70 per cent.; second 20 per cent; and third 10 per cent. Weight for inches as per scale. One Mile and a half.

Mr John Peel's Kirkwood 1st 12lbs (Mr Johnstone) 1
Mr F. B. Marshall's Palm Tree 1st 11b (Mr Vida) 2
Mr Ellis Kadoorie's Mohawk Chief 1st 12lbs (Mr Hayes) 3
Mr Buxey's Jubilee Rose 1st 12lbs (Mr G. Master) 0
Mr Dryasdust's Grey Tick 1st 12lbs (Mr Dupree) 0
Mr F. B. Marshall's Rubber Tree 1st 11b (Mr Clarke) 0

The ponies entered for Derby hours were sent away together, and it was an anxious and excited crowd that watched the start and finish of Hongkong's historic race. Kirkwood was on the rails. At the start, when Mohawk Chief took the lead, being followed by Jubilee Rose who took the inner running. Kirkwood passing to the outer course and assuming second position, Palm Tree being lost. Jubilee Rose and Palm Tree were running side by side, and six lengths separated them from the leaders as the field entered the straight for the first time riding comparatively easy. As the post was passed for the first time the field drew closer together, Mohawk Chief leading with Grey Tick second and Kirkwood third. Palm Tree and the Rose still kept together while Rubber Tree tailed the field. Jubilee Rose fell to the rear as the football stand was neared, being about a length behind Rubber Tree. He soon got on level terms with the latter, however, and as the field ascended the incline, Grey Tick drew into second place, Mohawk Chief being half a length behind him, while Kirkwood was fully two lengths to the rear of the latter. Jubilee Rose and Palm Tree were still level at black rock and at the rear of the field, Mohawk Chief leading Grey Tick by three lengths while Kirkwood was at least two and a half lengths behind the latter. As the straight was entered Palm Tree, coming up on the outside, drew level with Kirkwood, and the race home was between these two and the Chief. It was a willing go, the ponies being driven hard to the finish, which saw Kirkwood first, Palm Tree second and Mohawk Chief third. Time—3 min. 21/2 sec. The pari mutual paid \$19.40 on the winner; \$7.10 on the first pony; \$5.60 on the second; and \$16 on the third. The cash sweeps paid \$2835 on the first; \$810 on the second; and \$405 on the third pony, the betting was under:—

Pony	Winners	Places
Kirkwood	174	191
Mohawk Chief	13	44
Jubilee Rose	10	135
Palm Tree	348	418
Rubber Tree	53	90
Grey Tick	55	115

THE GERMAN CUP.—Presented by members of the Club Germania. Second to receive \$150, and third \$50. For China ponies, subscription griffins of this season 1907-1908. Weight for inches as per scale. Entrance \$10. One Mile and a quarter.

Mr Lanse's Fleetfoot 1st 11b (Mr Gegg) 1
Mr J. Armstrong's Skirbeck 1st 4bs (Mr Johnstone) 2
Mr McDonnell's Pat 1st 12lb (Mr Dupree) 3
Mr Andrew Forbes' Desmond 1st 12lb (Mr R. Master) 0
Mr Ellis Kadoorie's Maori Chief 1st 12lb (Mr Hayes) 0
Mr F. B. Marshall's Gum Tree 1st 12lb (Mr Vida) 0

Mr Pedcar's Finesse 1st 4bs (Mr Hickman) 0
Skirbeck led from Maori Chief at the start with Fleetfoot third and Pat fourth. This was the order past the stand for the first time, and the field opened out into single file on the way to the football stand. Going up the incline Pat pulled into third position and Fleetfoot drew a most level with the leader. As the field emerged from behind the rock the positions were the same, but as the straight was entered Fleetfoot drew ahead and won by a length from Skirbeck. Pat was third. Time—2 min. 13 4/5 sec. Pari mutual payments were: winner, \$11.20; first pony \$6.40; second \$6.10; third \$12.50. The cash sweeps paid \$3,392.30 on the first pony; \$197.30 on the second; and \$198.90 on the third.

THE GOLD COAST CUP.—Presented by His Excellency Sir Matthew Nathan, K.C.M.G. Second to receive \$100, and third \$50. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb.; of two or more races 10lb. extra. Griffins allowed 5 lb. Subscription griffins of seasons 1906-1907 and 1907-1908 allowed 10 lb. Entrance \$10. Five Furlongs.

Mr John Peel's Homocoea 1st 13* lbs (Mr Reid) 1
Mr F. B. Marshall's Nutmeg Tree 1st 3lbs (Mr Vida) 2
Mr Buxey's Lancaster Rose (late Rustic) 1st 4lbs (Mr G. Master) 3
Mr Brutton's Kingston 1st 11b (Mr Gegg) 0
Messrs. T. F. Hough & R. Shewan's Corrie 1st 9lbs (Mr Hayes) 0
Mr Medico's Nigel 1st 13lbs (Mr Marshall) 0
Uncle Sam's Patrick's Pride 1st 11b (Mr R. Master) 0

* Allowance of 10 lb. deducted.

The field of eight got a good start, Kingston taking the lead and being followed by Lancaster Rose with Patrick's Pride third. This was the order until the village was passed, when Nutmeg Tree, who was running fourth with Eglington, began to make his way to the front. As the straight was entered he drew close on to Homocoea and Lancaster Rose, beating the Rose for second place, but being unable to overhaul Homocoea. Time—1 min 16/2-5 sec. The pari mutual paid \$20 on the winner; \$6.40 on the first pony; \$5.70 on the second; and \$7.80 on the third. In the cash sweeps Homocoea paid \$1458.45; Nutmeg Tree, \$416.70; and Lancaster Rose \$208.35.

THE JOCKEY CUP.—Value \$300. Second to receive \$100; and third \$50. For China, ponies, subscription griffins of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Winners barred. Entrance \$10. Once Round.

Mr Lanse's Dalliance 1st 12lb (Mr Sath) 1
Mr Christiani's Drueckeberger 1st 12lb (Mr Hickman) 2
Mr W. G. Clarke's Highland Heather 1st 9lbs (Mr Clarke) 3
Mr Brecknock's Velocity 1st 7lbs (Mr Roberts) 0
Capt Brierley's Can Pass 1st 12lb (Mr Marshall) 0
Mr T. S. Forrest's Renfrew 1st 9lbs (Mr Morfy) 0
Messrs. T. F. Hough & R. Shewan's Lochleven 1st 11bs (Mr Heathcote) 0
Mr Loland's Sunlight 1st 11bs (Mr H. Sath) 0
Hon. Mr F. H. May & Mr M. W. Slade's Muleteer 1st 11bs (Mr Large) 0
Mr Medico's Wensley 1st 12lb (Mr Trotter) 0
Mr G. C. Moxon's Vexation 1st 11bs (Captain Brierley) 0
Mr Redear's Finesse 1st 11bs (Mr Jordan) 0
Mr Smith's Gold Leaf 1st 12b (Mr Hynes) 0

After a little trouble the field of thirteen got away to the fall of the flag, Sunlight taking the lead with Drueckeberger second and the remainder of the field in close order. The ponies continued in a bunch until the village was reached, and as the straight was entered Highland Heather came to the fore. He was challenged by Dalliance and Drueckeberger, however, and finished third, the other two running first and second respectively. Time—1 min. 59 sec. Pari mutual payments were: winner, \$22.60; first pony, \$6.90; second, \$12.60; third, \$5.60. The cash sweeps paid \$776.60 on the first pony, \$507.60 on the second and \$253.60 on the third.

THE CHALLENGER CUP.—Value one hundred Guineas. For China ponies. A forced entry of \$10 each, but optional to China ponies subscription griffins of this or previous seasons. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the bona fide property of the same owners. Winner to receive \$700 and 7 per cent. second \$100 and 20 per cent., and third \$50 and 10 per cent of the entrance fees until the cup is finally won, when the second

pony will receive 75 per cent., and third pony 25 per cent. of the entrance fees. One mile and three quarters.

Mr Buxey's Spring Rose 11st 11b	(Mr G. Master)	1
Mr John Peel's Quorn 11st 4lb	(Mr Johnstone)	2
Mr Buxey's Glorious Rose 11st 11b	(Mr Dupree)	3
Mr Brutton's Peston 11st 11b	(Mr Gegg)	0
Do. Septima 10st 9lb	(Mr Hayes)	0
Mr F. B. Marshall's Palm Tree 11st 11b	(Mr Vida)	0

Quorn took the lead at the beginning of this race, but was relieved of it by Glorious Rose, who took his place passing the golf stand. Here Spring Rose drew level with Quorn, while Palm Tree was lying last. Glorious Rose led by three lengths at the rock, and at the village dropped to last place. Past the post for the first time Glorious Rose led by six lengths from Quorn, while Spring Rose was three lengths behind the second horse. At the football stand Palm Tree was sent ahead, and was within half a length of Spring Rose going up the hill, Preston having dropped out. Glorious Rose was about four lengths ahead as the village was approached, but Quorn began to draw level at the entrance to the straight. Here Spring Rose came to the fore and snatched the race from Quorn Glorious Rose being third. Time—2 min 47 1/5 secs. The pari mutual paid \$13 on the winner; \$5.70 on the first pony, \$5.30 on the second; and \$8.10 on the third. Payments by the cash sweeps were \$1993.95 first pony; \$169.70 on the second, and \$284.85 on the third.

THE NAVY CUP.—Presented by the Officers of His Majesty's Fleet. Second to receive \$150, and third \$50. For China ponies, subscription griffins of this season 1907-1908. Weight for inches as per scale. Winner of the German cup 10 lb.; other winners 7 lb. extra. Entrance \$10. From the Two Mile Post Once Round and in.

Mr W. G. Clarke's Lowlander 10st 12lb	(Mr Clarke)	1
Mr G. C. Coxon's Resignation 11st 11b	(Mr Large)	2
Mr Buxey's Sofrano Rose 10st 12lb	(Mr G. Master)	3
Mr Buxey's Striped Rose 10st 12lb	(Mr E. Seth)	0
Mr Charles' So So 10st 12lb	(Mr R. Master)	0
Mr Christiani's Drueckeberger 10st 12lb	(Mr Marshall)	0
Mr Ellis Kadoorie's Maori Chief 10st 12lb	(Mr Hayes)	0
Mr Keecheong's Fanti 11st 4lb	(Mr Hickman)	0
Mr Leith's Diamant 11st 11b	(Mr Gegg)	0
Mr D. Macdonald's Highland Waif	(Mr Vida)	0
Mr M'Donnell's Pat 10st 12lb	(Mr Dupree)	0
Mr John Peel's Kirkpatrick 11st 5lb	(Mr Reid)	0
Mr John Peel's Kirkmichael 11st 2lb	(Mr Johnstone)	0
Mr Rodcar's Finesse 11st 4lb	(Mr Jordan)	0
Mr Smith's Quicksilver 11st 4lb	(Mr Hynes)	0

After several false starts, due principally to the lively disposition of Lowlander, the field were sent away. Kirkpatrick and Kirkmichael being in the van, passing the stand for the first time the order was Kirkmichael, Kirkpatrick, Diamant, Kirkmichael led the field by about ten lengths passing Bowington, while Sofrano Rose drew level with Kirkpatrick and passed into second position, Lowlander, who was lying fifth, forged ahead after the rock was passed, worked into second position entering the straight, and took the lead passing the winning post. Time—2 min. 20 4/5 secs. The pari mutual paid \$219.20 on the winner, and \$53.70 on the first pony, \$104.30 on the second, and \$7.30 on the third. On the cash sweeps the payments were—first pony, \$189.00; second, \$40; third, \$27.00.

THE PARSE CUP.—Presented by the Parsee Community. Value \$100. Second to receive \$100, and third \$50. For China ponies bona fide griffins on date of entry. Weight for inches as per scale. Winners of one race 7lb; of two or more races 10lb. extra. Unplaced runners allowed 3lb. Entrance \$10. One Mile and a quarter.

Mr F. B. Marshall's Rubber Tree 11st 8lb	(Mr Vida)	1
Mr John Peel's Kirkmahoe 10st 12lb	(Mr Johnstone)	2
Mr Ellis Kadoorie's Baluchi Chief 10st 12lb	(Mr Hayes)	3
Mr T. S. Forrest's Forfar, 11st 8lb	(Mr Reid)	0
Messrs. S. F. Hough & R. Shawan's Sidier	(Mr G. Master)	0
Do. Sidier Roy 10st 12lb	(Mr Gegg)	0
Mr Kenrick's Mischief 11st 4lb	(Mr Hickman)	0

A good start and Baluchi Chief sprung into the lead, being followed by Mischief and Forfar. The Chief increased his lead on the run to the football stand, but the field closed up ascending the incline, and although Baluchi Chief was first to enter the straight he was closely followed by Rubber Tree and Kirkmahoe. A splendid run up the straight saw Rubber Tree pass the winning post first, Kirkmahoe, second and Baluchi Chief third. Time—2 min 43 secs. The pari mutual paid \$11.40 on the winner, \$1.20 on the first, \$7.20 on the second, and \$9.20 on the third pony. The cash sweeps paid \$164.50 on the first; \$459 on the second; and \$29.50 on the third pony.

THE GYMKHANA CLUB CUP.—Value \$0. Presented by the members of the Gymkhana Club. Second to receive \$100; and third \$50. For all China ponies that have run at any Gymkhana meetings of the season 1907, and subscription griffins of this season 1907-1908. Weight 10 st. 8 lb. Winners of any race other than races confined to subscription griffins 7 lb.; of a subscription griffin race 2 lb. extra. Subscription griffin of this season 1907-1908 allowed 7 lb. Winners at this meeting barred. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Three quarters of a Mile.

Mr Dryadus's Coxcomb 11st 11b	(Mr Dupree)	*
Mr Godfrey Master's Blue Nile 11st 11b	(Mr G. Master)	*
Mr Ellis Kadoorie's Manchurian Chief 10st 8lb	(Mr Hayes)	3
Mr Cockney's The Ditch 10st 7lb	(Mr Large)	0
Messrs H. M. B & B's Redawn 9st 10lb	(Mr G. Marshall)	0
Mr F. B. Marshall's Gum Tree 10st 11b	(Mr Vida)	0
Mr Alex Moir's Strathmohr, 10st 11b	(Mr Clarke)	0
Mr Roason's Beaufort 10st 8lb	(Mr R. Master)	0
Mr Willgriff's Butterpunch, 10st 11b	(Mr Reid)	0
Mr C. H. Ross's Ben Eion, 10st 10lb	(Mr Heathcote)	0
* Dead Head.		

This proved a most exciting race, two of the Gymkhana favourites competing for the win. They proved to be the only two ponies in the event, and in the final sprint put up an excellent gallop. They were Blue Nile and Coxcomb. Entering the straight it appeared to the distant onlooker that Blue Nile was winning easily, but this illusion was dispelled when Coxcomb came up on the outer course and ran level past the post with the winner of the last Gymkhana Challenge Cup. Time—1 min 32 secs. The pari mutual paid for a win \$6.20 on Blue Nile and \$9 on Coxcomb. In the placed betting Blue Nile paid \$6, Coxcomb, \$7.70, and the third pony \$9. The cash sweeps paid \$104.52 on Blue Nile, the same amount on Coxcomb and \$25.45 on Manchurian Chief.

THE TIENTSIN STAKES.—Value \$400. Second to receive \$150; and third \$50. For China pony griffins imported direct per S. S. Cheong Shing by the Dealer Lau Chu Fa. Weight for inches as per scale. Winners barred. Entrance \$10. Five Furlongs.

Major Parker's Punjabi 11st 12lb	(Mr Gegg)	1
Mr Alex. Moir's Strathmohr 10st 12lb	(Mr Clark)	2
Mr John Peel's Kirkcubright 10st 9lb	(Mr Johnstone)	3
Messrs T. F. Hough and R. Shawan's		
Dumbdikes 10st 12lb	(Mr Hayes)	0
Do. Tiltstuden 11st 4lb	(Mr R. Master)	0
Mr Dryadus's Freethinker 11st 4lb	(Mr Dupree)	0

There were six entries for the final race, scurry of five furlongs. The flag dropped on a good start and Punjabi, taking the lead, held it to the end, just beating Strathmohr on the post. Time—1 min 18 1/2 secs. The pari mutual paid \$17.00 on the winner; \$5.40 for first place; \$5.70 for second; and \$5.70 for third. Payments by the cash sweeps were \$1215.90 on the first pony; \$347.40 on the second, and \$173.70 on the third.

THIRD DAY.

Thursday, February 13th.

The third day of the races—Ladies day—was brought off in much better weather conditions than either of the preceding days, and there was the same large and enthusiastic attendance, the ladies being even more numerous. Again His Excellency the Governor and Lady Lugard were early in their stand, and watched the racing with interest. Yesterday's music was provided by the band of the Middlesex Regiment, and was appropriate, and appreciated. The racing was excellent, and the fields even larger than on the previous day, while the same keen and excited crowd swarmed round the cash sweeps and the pari mutual. A notable race of the day was the Ladies' Purse, which was won by Mr. Buxey's Spring Rose, who was ridden to victory by Mr. Dupree. After the race the rider attended the grandstand where Miss B. Layton presented him with the purse amid great cheering. Another interesting race was the Champion Stakes—it might be said, the most interesting race of the day, for in it were entered none but the best ponies. This race proved another success for the 'Rose' stable, Spring Rose winning after an excellent finish with York Rose second. The cash sweeps ran a ten dollar sweep in connection with the event, and the lucky drawer of the winning pony—Mr. P. Brown of the Diocesan School—received the handsome sum of \$7189 for his outlay. Accounts of the various races are given in detail below:—

THE GRAND STAND STAKES.—Value \$400. Second to receive \$100; and third \$50. For China ponies, bona fide griffins on date of entry. Weight for inches as per scale. Winners of one race 5 lbs; of two or more races 10 lbs extra. Subscription griffin non-winners allowed 5 lbs. Entrance \$10. Three quarters of a mile.

Mr Buxey's Jubilee Rose 10st 12lb	(Mr G. Master)	1
Mr F. B. Marshall's Nutmeg Tree, 11st 6lb	(Mr Vida)	2
Mr Ellis Kadoorie's Cherokee Chief, 11st 4lb	(Mr Hayes)	3
Mr Dryadus's Grey Tick, 10st 12lb	(Mr Dupree)	0
Messrs T. F. Hough & R. Shawan's Sidier		
Dhu, 10st 12lb	(Mr Gegg)	0
Mr Kenrick's Mischief, 11st 4lb	(Mr Hickman)	0
Mr Alex. Moir's Strathmohr, 10st 12lb	(Mr Large)	0
Mr John Peel's Kirkmahoe, 10st 12lb	(Mr Johnstone)	0
Mr John Peel's Kirkmichael, 10st 9lb	(Mr Reid)	0

The field of nine got a good start, and as they emerged from the football field Kirkmahoe was in the van, the remainder following in a bunch. Going up the incline the field closed up and Nutmeg Tree went into second position. Turning into the village Nutmeg Tree drew on the leader, but as the straight was entered the Rose came to the fore and beat Nutmeg Tree in the home run, Cherokee Chief getting home third. Time—1 min. 32 4/5 secs. The pari mutual paid \$27.50 on the winner; \$7.50 on the first pony; \$6.30 on the second and \$18.30 on the third. Cash sweep payments were \$296.10 on the first pony; \$84.60 on the second; and \$42.20 on the third.

THE GREAT SOUTHERN STAKES.—Value \$500. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 1 lb.; of two or more races 10 lb. extra. Unplaced runners allowed 3 lb.; Griffins allowed 5 lb.; subscription griffin of seasons 1906 1907 and 1907 1908 all wad 10 lb. Allowances accumulative. Entrance \$10. One Mile.

Mr Buxey's York Rose (late Rurio) 10st 12lbs (Mr G. Master)	1
Mr John Peel's Quorn 1st 11lbs 7lbs penalty (Mr Johnstone)	2
Mr Loland's Starlight 10st 10lbs 3lbs allowance (Mr Gegg)	3
Mr F. B. Marshall's Pine Tree (late Earthquake) 11st 5lbs (Mr Vida)	0
Mr Medico's Nigel 9st 13lbs (Mr Marshall)	0
Mr Moregold's Mainstay 11st 1lb 3lbs allowance (Mr R. Master)	0
Mr John Peel's Ardpatrick 11st 1lb (Mr Reid)	0

A very good start was witnessed on this occasion, with Mainstay on the rail, attended by Starlight and Quorn, York Rose and Ardpatrick bringing up the rear. At the bend Mainstay still led, while Pine Tree was in the third position and Nigel dropped behind. Ardpatrick going uphill moved up on the outside and secured third position before the rock was reached, while York Rose kept company. Mainstay led into the straight but found York Rose challenging. The latter drew ahead and won easily by five lengths from Quorn. Time 2.09-3/5. Winner \$8. The pari mutual paid out 1st, \$5.70; 2nd, \$7.60; 3rd, \$32. and the cash sweeps 1st \$598.50; 2nd, \$171; 3rd \$85.5.

THE HONGKONG STAKES.—Value \$500. Second to receive \$150; and third \$50. A forced entry for China ponies subscription griffins of this season 1907-1908. Weight for inches as per scale. Winner of the German Cup 7 lb. extra; non-winners placed ponies allowed 3 lb. Unplaced runners allowed 5 lb. Entrance \$10. One Mile and a half.

Mr Lanset's Fleetfoot 11st 8lbs 7lbs penalty (Mr Gegg)	1
Mr G. C. Moxon's Resignation 10st 2lbs 3lbs allowance (Mr Johnstone)	2
Mr W. G. Clarke's Lowlander 10st 12lbs (Mr Reid)	3
Mr Andrew Forbes' Desmond 10st 9lbs 5lbs allowance 2lbs overweight (Mr Hickman)	0
Messrs H. M. P. & B's Redavni 10st 10lbs 3lbs allowance (Mr Marshall)	0
Mr M'Donnell's Pat 10st 9lbs 3lbs allowance (Mr Dupree)	0
Mr Rodcar's Finesse 11st 4lbs 5lbs allowance (Mr Jordan)	0

Lowlander again created a disturbance at the start, but eventually the flag dropped, Redavni taking the lead, with Lowlander second and Resignation and Fleetfoot in third position. Nearing the village the leader was six lengths ahead of the field, which opened out but again bunched as the straight was entered. Passing the stand for the first time the order was Redavni first, Lowlander second, and Fleetfoot third. Lowlander took the lead going up the hill with Fleetfoot coming up on the outside, while Redavni dropped to the rear. Lowlander led from Fleetfoot entering the straight, but with a little persuasion the latter shot ahead, winning easily, while Resignation snatched second place from Lowlander. Times 3 min. 19-2/5 secs. The pari mutual paid \$12.90 on the winner, and \$6 on the first pony; \$5.80 on the second; and \$6.80 on the third. The cash sweeps paid \$904.05 on the first pony; \$258.30 on the second; and \$129.15 on the third.

THE LADIES' PURSE.—Presented. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Winners at this meeting other than subscription griffins 5 lb. extra. Unplaced runners and jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Allowance accumulative. Entrance \$10. Once Round.

Mr Buxey's Glorious Rose 11st 1lbs (Mr Dupree)	1
Mr Godfrey Master's Astral (late Astrol) 11st 3lbs (Mr G. Master)	2
Mr John Peel's Homocoea 11st (Mr Johnstone)	3
Messrs. T. F. Hough & R. Shewan's Corrie, 10st 5lbs (Mr Hayes)	0
Mr Godfrey Master's Blue Nile (Mr R. Master)	0
Mr John Peel's Eglinton 10st 10lbs (Mr Reid)	0

Glorious Rose got away with the start, being followed by Homocoea, while Corrie was in third position. Passing the football stand Glorious Rose increased his lead, while Blue Nile took second place from Homocoea. Passing black rock the Rose had a lead of ten lengths, and was

still far ahead when the straight was entered. Rounding the bend, however, Homocoea again came to the fore, and Astral also drew away from the bunch, passing Homocoea and endeavouring to overhail Glorious Rose. The Rose had a good lead, however, and passed the post a couple of lengths ahead of Astral. Time—1 min 52-3/5 secs. The pari mutual paid \$16.30 on the winner; \$6.70 on the first pony; \$5.70 on the second, and \$5.40 on the third. Payments by the cash sweeps were \$1203.30 on the first pony; \$343.80 on the second, and \$171.90 on the third.

THE FLYAWAY STAKES.—Value \$400. Second to receive \$100; and third \$50. For China ponies bona fide griffins on date of entry. Weight for inches as per scale. Winners of one race 5 lb.; of two races 7 lb.; and of three or more races 10 lb. extra. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Seven Furlongs.

Mr Buxey's Jubilee Rose 11st 3lbs 5lbs extra (Mr G. Master)	1
Mr Ellis Kadoorie's Baluchi Chief 10st 12lbs (Mr Hayes)	2
Mr Kenrick's Mischief 11st 4lbs (Mr Dupree)	3
Mr Brutton's Silverlake 1st 9lbs (Mr Clarke)	0

Mr T. S. Forrest's Forfar 11st 6.5lbs overweight (Mr Reid) 0 |

Mr F. B. Marshall's Rubber Tree 11st 8.9 lbs overweight (Mr Vida) 0 |

Mr Alex. Moir's Strathmohr 10st 12lbs (Mr Gegg) 0 |

Major Parker's Punjabi 10st 12lbs (Mr G. Master) 0 |

Mr John Peel's Kirkcudbright 10st 9lbs (Mr Johnstone) 0 |

Baluchi Chief led from Strathmohr at the start, Punjabi drawing into second place after rounding the bend. Going up the incline the field closed up, Kirkcudbright falling to the rear. Strathmohr drew level with Punjabi, but the Chief still led passing the rock. Turning into the straight Jubilee Rose came up on the outside, defeating the Chief in the home run while Mischief took third place. Time—1 min. 50 secs. Pari mutual payments were \$19.50 on the winner, \$8 on the first pony; \$17.10 on the second; and \$17.40 on the third. In the cash sweeps Jubilee Rose paid \$1997.60; Baluchi Chief paid \$570.60; while the payment on Mischief was \$285.30.

THE PHAETON STAKES.—Handicap. Value \$400. Second to receive \$100; and third \$50. For China ponies that have run at any Gymkhana meeting or meetings of the season 1907, griffins on date of entry. Winners and non starters at this meeting barred. Entrance \$10. One Mile and a quarter.

Mr Ellis Kadoorie's Mohawk Chief 11st 5lbs (Mr Hayes) 1 |

Messrs. T. F. Hough & R. Shewan's Sidier Dhu 10st 8lbs (Mr Vida) 2 |

Mr Brutton's Septima 11st 1lb (Mr Gegg) 3 |

Mr Dryasdust's Freethinker 10st 9lbs 6lbs over (Mr Large) 0 |

Mr John Peel's Kirkmahoe 11st 5lbs (Mr Johnstone) 0 |

Mr Rolason's Beaufort 10st 10lbs 5lbs overweight (Mr R. Master) 0 |

Mr Sherlock's Ben Eion 10st 7lbs (Mr Dupree) 0 |

The start saw Mohawk Chief in the lead with Ben Eion second. The field came up the straight in close order, and as they passed the stand for the first time Mohawk Chief was in the lead, Beaufort being second. The Chief still led going up the incline, Septima following and going to the front as the village was passed, while Ben Eion held third position. Entering the straight Sidier Dhu came up on the outside, but could not keep pace with the Chief, who won the race by several lengths, Septima being third. Time—3 min. 44-1/5 sec. The pari mutual paid \$9.50 on the winner, \$6.80 on the first pony; \$4.90 on the second; and \$12.30 on the third. Payments by the cash sweeps were—first pony \$1,858.50; second, \$53; third, \$265.50.

THE KOWLOON STAKES.—Value \$400. Second to receive \$100; and third \$50. For China ponies, subscription Griffins of this season 1907-1908. Weight for inches as per scale. Winner of one race 7 lb.; of two or more races 10 lb. extra. Unplaced runners allowed 3 lb. Entrance \$10. One mile.

Mr Buxey's Sofrano Rose 10st 12lbs (Mr G. Master) 1 |

Mr Christiani's Drueckeberger 10st 12lbs (Mr Reid) 2 |

Mr W. G. Clarke's Lowlander 11st 5, 7lbs extra (owner) 3 |

Mr J. Armstrong's Skirbeck 11st 4lbs (Mr Johnstone) 0 |

Mr Buxey's Black Prince Rose 11st 2lbs (Mr Hickman) 0 |

Mr Dryasdust's Seringapatam 10st 8lbs (Mr Large) 0 |

Mr Ellis Kadoorie's Maori Chief 1st 12lbs (Mr Hayes) 0 |

Mr Keecheong's Falti 11st 1lb (Mr Marshall) 0 |

Mr Lanset's Dalliance 11st 5lbs (Mr Vida) 0 |

Mr Lanset's Energy 10st 9lbs (Mr H. Sath) 0 |

Mr Alex. Moir's Strathmohr 10st 12, 3lbs allowance (Mr Gegg) 0 |

Mr Rodcar's Chicane 10st 2lbs (Mr Jordan) 0 |

Mr Smith's Gold Leaf 10st 9lbs (Mr Hynes) 0 |

There was some delay before this field of thirteen got a start. In one of the false starts Black Prince Rose broke away from his jockey and did the course riderless. The start saw Gold Leaf in the lead, Strathmohr second and Skirbeck third leading the field who were in close order. Lowlander took the lead at the football stand and held it until the village was passed. Then Sofrano Rose and Drueckeberger came out of the bunch, and when the straight was entered the former headed the field and won the race by two lengths from Drueckeberger, Lowlander being third. Time—2 min. 08-2/5 secs. The pari mutual paid \$15.50 on the winner; \$7.50 on the first pony; \$19.20 on the second; and \$15.10 on the third. The cash sweeps paid \$1814.40 on the first pony; \$518.40 on the second, and \$259.20 on the third.

THE CONSOLATION STAKES.—A Sweepstakes of \$10 each with \$200 added. Second to receive \$100; and third \$50. For China ponies that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Three quarters of a Mile.

Uncle Sam's Patrick's Pride 10st 10lbs 5lbs allowance (Mr R. Master) 1 |

Messrs T. F. Hough and R. Shewan's Corrie 10st 9lbs (Mr Dupree) 2 |

Mr Ellis Kadoorie's Manchurian Chief 10st 12lbs (Mr Hayes) 3 |

Mr Brutton's Kingston, 11st 1lb (Mr Vida) 0 |

Mr Buxey's Lancaster Rose, (late Rustie) 1st 4lbs (Mr G. Master) 0 |

Mr Kenrick's Mischief, 11st 4lbs (Mr Reid) 0 |

Mr Kadoorie's Cherokee Chief, 11st 4lbs (Mr Clark) 0 |

Mr Moregold's Mainstay 10st 13lbs 5lbs allowance (Mr Large) 0 |

Mr John Peel's Kirkcudbright 10st 9lbs (Mr Johnstone) 0 |

Lancaster Rose and Corrie led the field out of the wood, the former increasing the distance between the two going uphill. Past the village however Manchurian Chief drew ahead but was displaced in the straight by Patrick's Pride and a neck and neck race ended in Patrick's Pride just winning from Manchurian Chief and Corrie. Time 1 min. 33-1/5 secs. \$366.30 was paid on the winner, the pari mutual disbursements being 1st \$18.80; 2nd \$23.50; 3rd \$14.50; cash sweeps, 1st \$178.25; 2nd \$499.50; 3rd \$249.75.

THE CHAMPION STAKES.—With \$600 added. Second to receive \$200; and third \$100. For China ponies, winners at this meeting only. A forced entry. Entrance \$20. Winners of two races \$3; of three or more races \$50. Weight for inches as per scale. One Mile and a quarter.

Mr Buxey's Spring Rose 11st 1lbs (Mr G. Master) 1 |

Mr Buxey's York Rose 10st 12lb (Mr R. Master) 2 |

Mr John Peel's Kirkwood 10st 12lb (Mr Johnstone) 3 |

Mr Lanset's Fleetfoot 11st 1lbs (Mr Gegg) 0 |

Mr John Peel's Quorn 11st 4lbs (Mr Reid) 0 |

Mr Marshall's Palm Tree 11st 1lbs (Mr Hayes) 0 |

Mr Marshall's Mystic 11st 1lbs (Mr Vida) 0 |

Mr Buxey's Glorious Rose 11st 1lbs (Mr Clarke) 0 |

Mr Dryadust's Coxcomb 11st 12lbs ...
(Mr Dupree) 0
Mr John Peel's Homoea 10st 9lbs ...
(Mr Large) 0
Mr Marshall's Nutmeg Tree 11st 11lbs ...
(Mr Marshall) 0

Mr Buxey's stable did well in the Champion Stakes, his Spring Rose winning an excellent race, with York Rose following. Homoea took the lead at the start, and followed by Nutmeg Tree the pair got a long way ahead of the field and continued to lead it until the football stand was reached. Towards the incline Spring Rose lessened his distance from the leaders, getting into a good third position at the bend. Entering the straight the three Roses were in the lead, and as before mentioned, Spring Rose brought off the race, York Rose being second, half a length behind, and Kirkwood third. Time—2 min. 36 secs. Pari mutual payments were—\$7.60 for a win; \$6.10 on the first pony; \$29 on the second; and \$8.89 on the third. The cash sweeps paid \$7189 on the first pony; \$2054 on the second, and \$1027 on the third.

THE NIP DESPERANDUM STAKES.—A Sweepstakes of \$5 with \$3.00 added. Second to receive \$100; and third \$50. For China ponies, subscription griffins of this season 1907 1908 that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Five Furlongs.

Mr Lanark's Glenlui 10st 12lbs (Mr Gegg) 1
Mr Willgriff's Butterpunch 11st 11lb
(Mr Reid) 2
Hon. Mr. F. H. May & Mr M. W. Slade's ...
Muleteer 10st 10lb (Mr Heathcote) 3
Mr Armstrong's Skirbeck 10st 13lbs
(Mr Hynes) 0
Mr Buxey's Striped Rose 10st 9lbs
(Mr G. Master) 0
Mr Cockey's The Ditch 10st 7lbs (Mr Large) 0
Mr Dryadust's Pilgrim 10st 9lbs
(Mr Dupree) 0
Mr Elbee's Hilarius 10st 9lbs (Mr R. Master) 0
Mr T. S. Forrest's Ranfrew 1st 2lbs
(Mr Morfy) 0
Messrs H. M. D. & B.'s Redawni 1st 10lbs
(Mr Marshall) 0
Messrs T. F. Hough & R. Shewan's 11st
11lb (Mr Hayes) 0
Mr Hurstham's Repentance 10st 12lbs
(Mr Clarke) 0
Mr Loland's Sunlight 11st 11lb
(Mr E. Seth) 0
Mr F. B. Marshall's Gum Tree 10st 12lb
(Mr Vida) 0
Mr G. C. Moxon's Vexation 10st 10lbs
(Mr Hickman) 0
Mr G. C. Moxon's Resignation 11st 11lb
(Mr Johnston) 0
Mr Rodcar's Finesse 11st 4lbs
(Mr Jordan) 0
Mr Rodcar's Chicane 11st 11lb (Mr H. Seth) 0
Mr Smith's Quicksilver 10st 13lbs
(Mr Roberts) 0

There were no fewer than nineteen starters in the last race of the day, a five furlong scurry. The flag dropped on a good start, and the first pony to appear in sight from the football ground was Glenlui who was well ahead of the field. With the exception of a few laggards the rest raced as far as the village in a bunch. Then a few of the foremost settled down to a fast gallop, but Glenlui had made the most of his start and passed the post a few lengths ahead of Butterpunch, who was closely followed by Muleteer. Time—1 min. 18 secs. The pari mutual paid \$51.80 on the winner; \$14.60 on the first pony; \$10.29 on the second; and \$42.40 on the third. Cash sweep payments were \$1619.10 on the first pony; \$162.60 on the second; and \$231.30 on the third.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King to the following Ordinances passed by the Legislative Council: Ordinance No. 2 of 1908. An Ordinance to facilitate the admission in evidence of statutes passed by the Legislatures of British possessions and British protectorates, including Cyprus; Ordinance No. 3 of 1908.—An Ordinance to authorize the removal of Fire Insurance Companies from the Register of Companies in certain cases.

The following are the analyses of owners, jockeys and ponies for the meeting—

OWNER	1ST	2ND	3RD
Mr Buxey...	9	5	3
Mr John Peel...	6	6	6
Mr F. B. Marshall...	6	4	—
Mr Lanark...	3	—	2
Mr G. C. C. Master...	2	1	—
Mr Dryadust...	2	—	1
Mr Ellis Kadoorie...	1	1	9
Major Parker...	1	1	—
Mr W. G. Clarke...	1	—	3
Mr Lanark...	1	—	1
Ueda Sam...	1	—	—
Mr T. S. Forrest...	1	—	—
Mr Willgriff...	—	3	—
Mr Alex. Moir...	—	2	—
Mr Christiani...	—	2	—
Mr G. C. Moxon...	—	2	—
Messrs. T. F. Hough and R. Shewan...	—	2	—
Mr J. Armstrong...	—	1	—
Mr G. K. Hall Brutton...	—	—	3
Mr McDonnell...	—	—	1
Hon. Mr F. H. May and Mr M. W. Slade...	—	—	1
Mr Loland...	—	—	1
Mr Keurick...	—	—	1

JOCKEYS	1ST	2ND	3RD
Mr G. C. C. Master...	19	5	2
Mr Johnstone...	6	8	5
Mr Vida...	6	5	1
Mr Gegg...	4	1	3
Mr Dupree...	3	1	5
Mr Reid...	1	4	2
Mr Clarke...	1	2	3
Mr Hayes...	1	1	9
Mr F. C. Master...	1	1	—
Mr H. Seth...	1	—	1
Mr Hickman...	—	1	—
Mr Large...	—	1	—
Mr Heathcote...	—	—	1

PONY	1ST	2ND	3RD
Spring Rose...	3	—	—
Jubilee Rose...	2	1	—
Fleetfoot...	2	—	1
Rubber Tree...	2	—	—
Nutmeg Tree...	1	2	—
Quorn...	1	2	—
York Rose...	1	2	—
Sofiano Rose...	1	1	1
Glorious Rose...	1	1	1
Kirkwood...	1	1	1
Kirkichael...	1	1	—
Punjabi...	1	1	—
Palm Tree...	1	1	—
Mystic...	1	1	—
Astral...	1	1	—
Mohawk Chief...	1	—	2
Lowlander...	1	—	1
Glenlui...	1	—	1
Coxcomb...	1	—	1
D. Hance...	1	—	1
Homoea...	1	—	1
Kirkpatrick...	1	—	—
Patrick's Pride...	1	—	—
Pine Tree...	1	—	—
Forfar...	1	—	—
Grey Tick...	1	—	—
Black Prince Rose...	1	—	—
Blue Nile...	1	—	—
Butterpunch...	—	3	—
Strathairn...	—	2	—
Kirkmahoe...	—	2	—
Drueckeburger...	—	2	—
Resignation...	—	2	—
Beluchi Chief...	—	1	2
Ardpatrick...	—	1	1
Shirbeck...	—	1	—
Sidier Dhu...	—	1	—
Corrie...	—	1	—
Kircudbright...	—	—	2
Cherokee Chief...	—	—	2
Saptima...	—	—	2
Manchurian Chief...	—	—	2
Maori Chief...	—	—	—
Figlington...	—	—	1
Silverlake...	—	—	1
Pa...	—	—	1
Launceston Rose...	—	—	1
Highland Heather...	—	—	1
Starlight...	—	—	1
Mischief...	—	—	1
Muleteer...	—	—	1

COMPANIES.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The ordinary half yearly general meeting of shareholders in the Hongkong and Shanghai Banking Corporation was held at the City Hall on February 15th. Mr G. H. Medhurst presided, and there were also present Hon. Mr. H. Keswick, Messrs. G. Fries and A. Fuchs, C. L. Lenzmann, A. J. Raymond, E. Shellim, H. A. W. Slade, H. E. Tomkins (directors), Mr J. R. M. Smith (chief manager), Sir Paul Chater, Captain W. E. Clarke, Hon. Mr E. A. Hewett, Dr. J. W. Noble and Messrs. F. G. Barrett, A. J. Williams, John Barton, E. H. Hinds, J. Orange, A. G. Wood, R. Fischer, F. S. Kadoorie, A. F. Smith, J. A. Jupp, W. H. Wickham, Murray Stewart, S. H. Michael, L. Berindogague, H. N. Mody, F. Dodwell, A. Haupt, F. Maitland, G. M. Smith, H. G. Hynd, J. T. Douglas, A. C. Hynes, F. Smyth, D. Lyndale, C. H. Ross, H. Percy Smith, H. E. R. Hunter, W. Dunbar, J. F. Wright, T. W. Hornby, W. S. Jackson, J. C. Peter, C. W. May, de Fook, Lo Cheung-shin and Lau Pun-shiu.

The CHIEF MANAGER read the notice convening the meeting.

The CHAIRMAN having read the report already published, said:—Gentlemen, The past half-year has witnessed a steady decline in the price of silver and sudden and severe fluctuations in the rates of exchange between China and gold using countries: it has been, throughout, a period of anxiety to all connected with the East. Nevertheless your Directors have the good fortune to come before you with the very satisfactory report which I have just read, and I hope you will approve of the way we propose to apportion the profits, viz:—a dividend of £2 per share on old shares, a pro rata dividend of £1. 10s. per share, on new shares, plus \$5 lacs to Silver Reserve Fund and carry forward a sum of about \$2 lacs. It may be thought by some that, considering the profits realized, a larger distribution to shareholders might have been made, but, with the experience of past years bearing in mind the present dullness of trade in the East, the uneasiness still prevailing throughout the commercial world and the unsettled position of silver, your Directors consider that in still further building up the reserves they are acting in the true interests of the shareholders (applause). Another reason for increasing our reserves at this time is that notwithstanding the increase of capital, the dividend is raised from £1 15s. to £2, which we believe will be considered more satisfactory than a bonus (applause). By adding to the Bank's own resources, as now proposed, I think we may reasonably hope to maintain the half yearly £2 dividend (applause). The issue of the new shares authorized at the extraordinary meeting of shareholders held on the 31st May last has been completed. The calls have been fully paid up and the capital now appears in the balance sheet as \$15,000,000, thus marking a new era in the history of the Bank. Part of the premium derived from the issue has been invested in course of a face value of £10,000 and this has permitted us to increase the Sterling reserve fund by £500,000; the balance of \$12,000,000 has been carried to the Silver Reserve Fund. If you pass the accounts now before you our Sterling reserve fund will stand at £1,500,000 and our Silver reserve fund at \$13,500,000—a really strong position which I am sure all our supporters will be glad to see, and which cannot fail to increase the Bank's usefulness in developing the foreign trade of the East. A comparison of the present figures with those published six months ago, show that our note circulation, at \$157 lacs, is less by 24 lacs. Our current accounts and fixed deposits in silver have both increased, while the same accounts in gold are down about £1,000,000 the reduction being chiefly and naturally due to the high rates for money ruling in Europe towards the close of the year. Bills payable also show a slight reduction. On the other side of the account our cash and bullion in hand and in transit, taken together, are \$12 lacs lower. Indian Government Rupee Paper and Consol., Colonial, and other securities show comparatively little

change. Bills receivable are less by \$56 lacs but bills, discounted loans, and credits show the substantial increase of \$118 lacs. Hitherto the custom has been to declare the dividend in sterling at the rate of 4/6 and to show an adjustment between that rate and the rate of the day. This method has long been regarded as somewhat cumbersome and the opportunity afforded by the issue of new shares has been availed of to simplify the accounts by omitting all reference to the 4/6 rate and converting the sterling amount into dollars at the rate of the day, viz.—1/9½. I am sure all shareholders will look upon the change as an improvement (applause). During the half year under review Eastern exchange banking has not been without its difficulties. The financial crisis in the United States, which, let us hope, is now nearing an end, necessitated a considerable curtailment of credit and a large demand for gold from that country, and resulted in a rapid advance in the European discount rates—the Bank of England rate remaining at the abnormally high point of 7 per cent per annum for about 2 months. The high price of money brought in its train a great reduction in the demand for silk, the staple export of China and Japan. The result is seen in overstocked silk markets in France, Italy and America, and a very severe drop in prices. Values have steadied somewhat of late and the position of the home markets is more hopeful. Lack of seasonable rain in India caused the partial failure of crops that one time promised to be good. Trade in that country naturally suffered and the demand for money decreased. The Indian Government consequently ceased to be a purchaser of silver and the effect of this was at once apparent in the fall already referred to in the market price of that metal. The difference between the highest and lowest quotations for silver during the half year was 8d or about 25 per cent. The heavy fall in exchange has naturally hampered new business in imports all along the China coast, but in the more important lines the statistical position is greatly improved and from Shanghai it is reported that new orders have recently been placed in the producing markets for some of the standard makes of piece-goods. The China New Year settlement passed off better than was at one time anticipated and generally the outlook is in favour of greater activity in trade during the current year. Gentlemen, You are all perfectly aware how depressed trade has been in the Far East during the past six months, and therefore it is very gratifying to us to come before you with such a good report. The fact that we are able to do so is due to the good work done by our Managers, Agents and Staff (applause), and I am sure you will approve of our action in voting them a bonus of 10 per cent on their salaries (applause). While all have worked well your Directors desire on this occasion to make special acknowledgment of the services of our Chief Manager, Mr. Smith (applause), who has so ably and successfully guided the affairs of the Bank through very trying times (applause). I think I have now dealt with all material points of interest connected with the past half year. Before moving the adoption of the report and accounts I shall do my best to answer any questions you may desire to put to the Chair.

There being no questions, the CHAIRMAN moved the adoption of the report and accounts as presented.

SIR PAUL CHATER—Mr. Chairman and Gentlemen: Reaching this Colony as I did in 1864, I saw the birth of this great institution in 1865 and have watched with keen interest its growth year by year, and from time to time, to meet the exigencies of trade and to further and promote the welfare of this Colony, its capital has risen from its modest starting point of \$2,500,000 until it now reaches the magnificent sum of \$15,000,000 with a reserve of \$28,500,000 or a total of \$43,500,000,—a position of which we are all justly proud (applause), and one which assures to the Colony and to our trade in general a continuance of that liberal support from which we have benefited so much in the past (applause). The Colony of Hongkong and the Hongkong Bank have marched side by side for the last 43 years—we are to-day the second shippingport in the world and there is no Banking Institution in a stronger position than ours (applause). Our

Chairman has fully reviewed the past six months and it is exceedingly satisfactory to see that, notwithstanding the dull times we have been passing through, the accounts laid before us show that our business still increases. A year ago it was decided to increase our capital by 10 per cent—this has now been accomplished and the premium on the issue very properly added to our Reserve fund, thereby greatly strengthening our position. As regards the result of the half year now under review we must congratulate ourselves on the splendid result, and while it is no doubt something of a disappointment to some if your Directorate have not thought well to make any distribution in the nature of bonus, for my part, I acquiesce in and agree to their decision as, I am sure, having our interest at heart, you all do (applause) though I venture to hope that, with a continuance of prosperity such as we have experienced recently, they may see fit to return to this most agreeable custom—or better still, an increased dividend (applause). Gentlemen—Good results can only be attained by constant, hard, painstaking work and faithful service such as we are receiving from our Managers, Agents, and Staff throughout (applause), and, I am sure, you will all heartily endorse the remarks of our Chairman on this subject and more particularly those applying to our Chief Manager (applause), on whose shoulders fell the brunt of the work and to whom is due the chief credit for the splendid results now before you, and show your appreciation of the work of our Staff in your approval of the proposal to vote a bonus to them (applause). With these remarks I have much pleasure in seconding the adoption of the report and accounts.

The motion, on being put to the meeting, was carried unanimously.

Mr. E. G. BARRETT proposed that the election of Mr. G. Friesland as a Director be confirmed; and that Mr. G. H. Medhurst, Mr. C. R. Lenzmann and Mr. H. E. Tomkins be re-elected.

Mr. A. J. WILLIAMS seconded, and the motion was agreed to.

On the motion of Mr. J. BARTON, seconded by Mr. E. H. HIND, Mr. W. Hutton Polts and Mr. A. G. Wood were re-elected Auditors.

The CHAIRMAN—That is all the business, gentlemen: thank you for your attendance. Dividend warrants will be ready on Monday.

Mr. J. ORANGE—The business of the meeting is finished, and after business comes pleasure. It is a pleasure to us all to accord a hearty vote of thanks to the Chairman, the Board of Directors, the Chief Manager, the Managers and Staff of the Bank (applause).

The CHAIRMAN—On behalf of the Directors, the Chief Manager the Managers and Staff, I thank you, gentlemen.

UNION WATERBOAT COMPANY.

The third annual meeting of the shareholders in the above Company was held on February 14th at the offices of Messrs. Dodwell and Co. Mr. G. H. Medhurst presided, and there were also present Messrs. S. Silverstone, G. C. Moxon, Duncan Clark (consulting committee), E. G. Barrett, Yamadi, B. Mori, A. H. Skelton, A. Ritchie, T. Skinner, G. R. Edwards, J. W. C. Bonnar, J. A. Auld, and R. Coughtrie (secretary).

The Secretary having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen, the report and accounts have been issued some days, so, with your consent, I propose to take them as read. In April last we amalgamated with, or rather absorbed, The Hongkong Steam Water Boat Co. Ltd., and allotted shares in payment of the assets of the Company; our paid up capital now stands at \$277,230. In June we launched another steam steel water boat, and with the water boats we took over from the Hongkong Steam Water Boat Co. our fleet numbers 12 steam water boats, one junk and a small launch. With this fleet we are fully equipped for an expansion of our trade which we hope will continue to increase. During the year we spent a considerable sum of money in a run and overhauling the boats taken over from the old company, which amount has been debited to working account. I may mention that our

five large steam steel water boats are insured, but so far we have not seen our way to afford to insure the smaller boats. We are however aiming at creating an insurance fund to cover the risk. You will note from the report we propose to write \$13,616.77 off the value of the boats for depreciation, and trust this will meet with the approval of shareholders. If there are any questions you wish to ask, I shall, before proposing the adoption of the report and accounts, be pleased to answer to the best of my ability.

There being no questions, the report was adopted on the motion of the CHAIRMAN, seconded by Mr. SKELTON.

Mr. T. SKINNER proposed that the appointment of Messrs. D. Clark, G. C. Moxon, and K. Kusomoti to the Consulting Committee be confirmed.

Mr. BONNAR seconded and the motion was carried.

The CHAIRMAN—That is all the business gentlemen. Thank you for your attendance. Dividend warrants will be ready to-morrow morning.

HONGKONG AND WHAMPOA DOCK REPORT.

The report of the Board of Directors of the Hongkong and Whampoa Dock Company, Limited, to the ordinary yearly meeting of shareholders, to be held at the Offices of the Company, Queen's Buildings, on Monday, February 24th, reads:—

To the shareholders of the Hongkong and Whampoa Dock Company, Limited.

Gentlemen,—The Directors have now to submit to you their report, with a statement of accounts for the half-year ended 31st December, 1907.

The net profit for the six months, after paying interest due and all charges, amounts to \$160,611.95 to which has to be added the balance brought forward from last account 491,580.55

and from this have to be deducted —
Directors' fees ... \$10,000.00
Auditors' fees ... 750.00

10,750.00

leaving available for appropriation \$641,442.51

The Directors recommend that a dividend for the half-year of 8 per cent, or \$200,000.00 be paid to shareholders, and the balance, \$441,442.51, be carried to the new account.

During the past six months we have delivered several of the new vessels mentioned in the last report, namely, a steel tow boat for Manila, composite tow boat for Singapore, fireboat and wood tow boat for Hongkong, while we have disposed of a launch under construction for ourselves.

The other vessels were well advanced at the close of the year, and the profits on same will come into the present half-year.

The prospects of new work are favourable, as we have several enquiries likely to result in business.

The dredger "Canton River" was employed for several months during the past half-year, and is now under charter to the Hongkong and Kowloon Wharf and Godown Company, Limited.

The extension to the Boiler Shop at Kowloon Dock and consequent alterations are progressing satisfactorily.

DIRECTORS.

The Hon. Mr. W. J. Gresson, Mr. N. A. Sibbs, Mr. E. Goetz and Mr. A. Haupt, having resigned their seats on leaving the Colony, the Hon. Mr. Henry Keswick, Mr. A. Fuchs, Mr. W. Helms and Mr. G. Friesland have been invited to fill the vacancies. These appointments require confirmation at this meeting.

In accordance with clauses 78 and 85 of the Articles of the Association, Mr. G. H. Medhurst and Mr. S. Silverstone retire by rotation, but being eligible, offer themselves for re-election.

The Honourable Mr. Henry Keswick has been elected Chairman for the year 1908.

AUDITORS.

The accounts have been audited by Mr. H. U. Jeffries and Mr. H. Percy Smith, F.C.A. The Directors recommend Messrs. Jeffries and Percy Smith for re-election.

H. P. WHITE,
Chairman.

Hongkong, 12th February, 1908.

BALANCE SHEET 31ST DECEMBER, 1907.

1907. Dec. 31	LIABILITIES.	\$	£
To Capital 50,000 shares of \$50 each fully paid up,		2,500,000.00	
To Admiralty Loan, £2,000. 0. 0			
Less repayments,			19,146.14.10

To No. 1 Dock Extension Account,	150,000.00	
To Marine Insurance Account,	68,699.41	
To Sundry Creditors,	2,191,690.16	
To Balance of Profit brought forward from last Account, 191,589.56		
To Profit for the half-year ending December 31st, 1907,	160,611.95	
		652,192.51

1907. Dec. 31	ASSETS.	\$	£
---------------	---------	----	---

By Value of Aberdeen Docks, as per last Statement,	100,000.00	
By Value of Kowloon Docks as per last Statement,	2,491,521.00	
By Amount paid on account of Boiler Shop Extension and additions to Plant,	16,932.00	
No. 1 Dock Extension Account,		2,508,455.00
By Amount paid as per last Statement,	24,850.31	
By Amount expended during six months 1st July to 31st December, 1907,	33,035.77	
		57,886.08

By Value of Cosmopolitan Dock, as per last Statement,	3,306,922	
By Value of Tug, Dredgers, Launches, Lighters and S.S. "Sorsogon" as per last Statement,	3,628,489	
By Sundry Debtors,	522,321.91	
By Value of Material expended on Work in progress,	228,161.85	
By Value of Material on hand, 1,485,766.18		1,713,921.03
		\$ 5,571,943.86

REVENUE ACCOUNT.

1907. Dec. 31	\$
To Amount paid during six months reconstructing Caisson, No. 2 Dock,	12,498.30
To Interest,	56,488.88
To Crown Rent,	1,719.05
To Fire Insurance,	3,268.70
To Office Expenses, Salaries, Stationery and Rent of Head Office,	28,739.81
To Telegrams,	1,174.76
To Legal Expenses,	541.80
To Marine Insurance Account,	6,230.00
To Profit	160,611.95
	\$ 174,590.25
1907. July 1 to Dec. 31	\$
By net earnings,	27,590.25
	\$ 273,590.25

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

The report of the board of directors to the ordinary half-yearly meeting of shareholders to be held at the office of the company on Tuesday, February 25th, reads:—

The Directors beg to submit to the Shareholders the Report and Statement of Accounts for the half-year ending 31st December last.

After paying running expenses, salaries, premia of insurance, repairs and all other charges, there remains including \$27,191.59 brought forward from last account, the sum of \$190,087.01 at credit of Profit and Loss Account. From this amount the Directors recommend that a dividend for the half-year of one dollar and twenty five cents per share or \$100,000 be paid to shareholders, \$25,000 be written off book value of steamers, \$1,650 be written off book value of property, \$2,100 be written off book value of wharves, \$25,000 be transferred to Depreciation and Insurance Fund, \$20,000 to account "Special Repairs Fund," leaving a balance of \$6,437.01 to be carried forward to new account.

During the past half-year the Chinese competition on the Macao-Canton Line was so severe that your Directors considered it necessary to withdraw the small steamer "Lungshan" from the line, pending other arrangements.

The usual Government survey and overhaul of the steamers "Kinsan," "Sui An" and "Sui Tai," have been effected during the half-year and the fleet is in good running order.

Mr. Armin Haupt resigned his seat on the Board in consequence of his intended departure from the Colony and Mr. G. Friesland was nominated by the Directors to fill the vacancy subject to confirmation by the shareholders at this meeting.

The retiring auditors Messrs. A. O'D. Gourdin and W. Hutton Potts offer themselves for re-election.

B. SHEWAN, Chairman.

Hongkong, 31st January, 1908.

December 31st, 1907.

ASSETS.	\$	£
Value of steamers "Honam," "Hongshan," "Sui An," "Sui Tai" and "Lungshan" 5 sths of "Pawan," and "Kinsan" and 13rd of "Sai-nam," "Nanning," "Linton," and "Santai"	1,102,884.11	
.. of Lighters "Sunlee" and "Wahoe"	8,000.00	
.. of Wharves, Hulks and Moorings	66,000.00	
.. of Properties at Canton, Wuhow and Kowloon	132,000.77	
.. of Spare Gear and Stores	15,392.79	
.. of Furniture	1,000.00	
.. of Shares in Public Companies	57,983.00	
.. of Chinese Bonds	691.18	
Loans on Mortgage	3,600.00	
Interest accrued	71.81	
Sundry Debtors	29,516.87	
Insurance Premium paid for year 1908	23,188.46	
Hongkong and Shanghai Banking Corporation Current Account	48,943.71	
	\$2,359,943.86	

December 31st, 1907.

LIABILITIES.	\$	£
Amount of Capital, 80,000 shares of \$15 each fully paid up	1,200,000.00	
.. at credit of depreciation and insurance fund	550,000.00	
.. at credit of equalization of dividend fund	25,000.00	
.. at credit of investment fluctuation account	75,479.85	
Unclaimed dividends	1,428.00	
Sundry creditors	6,129.00	
Amount at credit of profit and loss A/c	19,151.97	
	\$2,359,943.86	

PROFIT AND LOSS ACCOUNT.
December 31st, 1907.

\$	£
To amount paid for repairs to steamers	23,619.74
To amount paid for repairs to Company's Wharves at Macao	3,000.00
To directors and auditors' fees	1,250.00
To donations to Chinese procession funds Hongkong and Macao	3,000.00
To balance to be appropriated, viz:	
To dividend of \$1.25 per share on 80,000 shares	\$100,000.00
To be written off book value of steamers	25,000.00
To be written off book value of properties	1,650.00
To be written off book value of wharves	2,100.00
To be carried to depreciation and insurance fund	25,000.00
To be carried forward to special repairs fund	20,000.00
To be carried forward to new account	16,437.01
	190,087.01
	\$223,590.25

December 31st, 1907.

By amount brought forward from last account	57,115.99
By net earnings of steamers	161,334.87
By interest on investments	32,191.39
By transfer fees	2,948.00
	\$223,590.25

DEPRECIATION AND INSURANCE FUND.
December 31st, 1907.

\$	£
To balance	550,000.00
	\$550,000.00

June 30th, 1907.

By amount at credit	500,000.00
	\$500,000.00

EQUALIZATION OF DIVIDEND FUND.
December 31st, 1907.

\$	£
To balance	25,000.00
	\$25,000.00

June 30th 1907.

By amount at credit	\$ 250,000.00
	\$250,000.00

SHANGHAI LAND INVESTMENT COMPANY LIMITED.

The report of Directors for presentation at the nineteenth annual meeting of shareholders to be held on February 19th reads as follows:

In presenting their nineteenth annual report and statement of accounts the Directors congratulate the shareholders on the very satisfactory result attained during a year of general commercial depression.

The working account for 1907 has a credit balance of Tls. 513,251.54 as compared with Tls. 346,617.53 for the previous year.

The amount at the credit of profit and loss account, after deducting the interim dividend of 6 per cent paid in July last is Tls. 1,151,099.71 which the Directors recommend for appropriation as follows:—

Final dividend 6 per cent, (making 12 per cent. for the year on fully paid up shares)	Tls. 234,000.00
Bonus of Tls. 2 per share on 780,000 shares	156,000.00
Transfer to reserve fund, (premium on new issue of capital)	653,552.11
Carry forward to new account	107,597.50
	Tls. 1,151,099.71

New Issue of Capital.—The whole of the new shares authorised at an extraordinary general meeting held on the 25th April, 1906, has been taken up and paid for in full.

All the Company's properties have been kept in a good and substantial state of repair and the policy of executing permanent improvements has been again followed but without increase to working expenses. Insurance and taxes are increased in proportion to the growth of the Company's estate. There have been practically no empty houses during the year, every estate bringing in a full rental.

The differences in the figures of the capital account are due to interest on undeveloped land with the following exceptions:—

Wick Estate No. 1.—Cadastral Lots 1063 and 1000 have been sold and the profit carried to profit and loss account. A further block of buildings is in course of construction on the North So-chow Road.

Jinkeo Estate No. 6.—The completion of the buildings in Jinkeo Road, and the commencement of two blocks on Cadastral Lots 20 and 27.

Hongkew Creek Estate No. 8.—Completion of the development with Chinese houses 70 more Chinese shops have to be built to complete the estate.

Kiaugse Road Estate No. 12.—This Estate has been sold and the Profit carried to the P. & L. account.

Parshan Estate No. 13.—Additional land has been purchased and part of the land has been raised.

Ferry Road Estate.—One more building Lot has been sold and the profit carried to P. & L. Account, only one Lot of 5½ mow now remains to be sold.

Great Western Road.—Three Lumber houses have been built and another is under construction. All are leased at satisfactory rents.

Jessfield Road Estate No. 20.—Additional land has been purchased to square off the Estate.

Jessfield Road Estate No. 21.—The estate has been considerably added to by purchase of adjoining land.

Yates Road Estate No. 22.—The development of this estate has been completed and nine of the twelve foreign houses are already leased.

The following properties have been acquired during the year:

Seymour Road Estate No. 23.—Area 24 mow and consisting of B. C. Lots 3545, 3546, 3579 & 317.

Chusan Road Estate No. 24.—Area 18½ mow consists of Cadastral Lot 80 E.

Bubbling Well Road Estate No. 25.—Area 12 mow, consists of Cadastral Lot 1811.

Zing Pang Estate No. 26.—Area 40 mow consists of B. C. Lot 3003.

Road No. 41, Estate No. 27.—Area 4 mow consists of Cadastral Lot 2690.

Directors.—On Mr. Kinnear's return from England, Mr. McLeod resigned his seat on the Board and Mr. Kinnear was elected and he now retires by rotation but offers himself for re-election.

Auditor.—Mr. Wingrove retires but offers himself for re-election.

F. JENNER HOGG,
Chairman.

WORKING ACCOUNT,

For the year ending 31st December, 1907.

Dr.	Tls.	Cts.
To charges account	6,585.61	
To salaries account	17,525.00	
To rental account	1,700.00	
To compradore and staff	2,500.00	
To legal expenses account	859.50	
To agency management	6,000.00	
To trustees' fees	1,500.00	
To directors' fees	5,000.00	
To auditor's fees	300.00	
To balance transferred to profit and loss account	513,251.54	
	Tals 555,221.65	

Cr.	Tls.	Cts.
By gross rentals	535,936.36	
Less fire insurance, water, repairs, etc.	106,639.49	
	429,296.87	
By commission account	439.19	
By transfer fees account	210.00	
By interest account	125,351.78	
	Tals 555,221.65	

PROFIT AND LOSS ACCOUNT

Dr.	Tls.	Cts.
Feb. 2nd, 1907.		
To dividend for 1906	175,038.26	
To bonus No. 3	82,806.05	
July 12th, 1907		
To interim dividend for 1907	214,198.50	
Dec. 31st, 1907.		
To balance	1,151,099.71	
	Tals 1,623,142.52	

Cr.	Tls.	Cts.
Jan. 1st, 1907.		
By balance	319,755.31	
By premium on new shares	653,552.94	
By profit on sale of Kiangse Road estate	91,419.03	
By profit on sale of Cad. Lot 1063 Wills estate	30,576.00	
By profit on sale of Cad. Lot 1009 Wills estate	8,476.00	
By profit on sale of part of Ferry Road estate	6,111.50	
By balance of working account	513,353.54	
	Tals 1,623,142.52	

Reserve Fund Account.

Dr.	Tls.	Cts.
Dec. 31st, 1907.		
To balance	869,493.51	
Jan. 1st, 1907.		
By balance	869,493.51	

Reserve Fund Special Account.

Dr.	Tls.	Cts.
Dec. 31st, 1907.		
To balance	170,000.00	
Jan. 1st 1907.		
By balance	170,000.00	

BALANCE SHEET.

Dr.	Cr.
Estate No. 1	64,218.06
do. " 2	1,223,851.79
do. " 4	269,793.28
do. " 5	17,834.17
do. " 6	935,449.73
do. " 8	695,978.18
do. " 9	39,119.31
do. " 10	119,508.95
do. " 13	590,217.81
do. " 14	59,888.98
do. " 15	230,083.37
do. " 16	12,219.82
do. " 17	62,056.63
do. " 18	50,078.52
do. " 19	230,071.90
do. " 20	31,764.31
do. " 21	98,619.04
do. " 22	150,995.71
do. " 23	84,596.14
do. " 24	45,345.45
do. " 25	54,574.21
do. " 26	91,213.08
do. " 27	17,758.02
Sundry mortgage loans	2,297.14
Sundry Debtors	90,966.67
Debiture Purchase Account	4,500.50
	Tals 8,706,977.61

Capital Account	Tals
Debitures bearing interest at 6 per cent.	1,572,000.00
do. do. 5 1/2	25,000.00
do. do. 5	350,000.00
Profit and Loss Account	1,151,099.71
Unclaimed Dividends	471.14
Sundry Creditors	500.00
Reserve Fund Account	869,493.51
Reserve Fund Special Account	170,000.00
Hongkong and Shanghai Bank	436,181.58
Cash due Agents	6,349.67
	Tals 8,706,977.61

THE EXPLOSION ON THE "NERITE."

The enquiry concerning the recent explosion on the oil steamer "Nerite" was concluded at the Magistracy on Feb. 15th before Mr. H. H. J. Gompertz sitting as coroner, and a jury.

Mr. Frank Browne, Government analyst deposed to making an inspection of the scene of the explosion. He found there was a paint locker on the 'tween decks, six feet below the hatchway, and thought the explosion was probably brought about in the following way: Lo Ti (one of the men killed) might have gone into the paint locker for some purpose, and caused a fire by smoking, or throwing down a lighted match. There was much inflammable material in the room. Having started the fire he probably rushed to get out, and might have overturned something. The heavy inflammable gases in the room would pass into the hold, and when they became mixed with the air an explosion would follow.

Mr. Gompertz—Would the explosion not take place of itself, at once?—As soon as sufficient air was mixed with the gases the explosion would follow, and would cause poisonous suffocating gases.

Would the fact that the two men in the hold died from asphyxia confirm your theory?—They were also burnt. Asphyxiation takes some time.

You think the whole cause was this paint locker? The two men carrying the lighted candle had nothing to do with the matter?—Yes. They could not have seen to work without lights. They went down about seven, and the explosion did not take place till about quarter to eleven.

Do you think this paint locker is in a dangerous position?—A paint locker should be shut off from all other rooms.

The fact that the ship had been carrying oil had nothing to do with the matter?—No.

The jury returned a verdict of death from asphyxia caused by an explosion, the result of a fire in the paint room.

COMMERCIAL.

OPIUM.

HONGKONG, February 14th.

Quotations are:—	Allowance	net to 1 catty.
Malwa New	\$950	to — per picul
Malwa Old	\$1000	to — do
Malwa Older	\$1040	to — do
Malwa Very Old	\$1170	to — do
Persian Fine Quality	\$800	to — do
Persian Extra Fine	\$870	to — do
Patna New	\$982 1/2	to — per chest
Patna Old	\$983 1/2	to — do
Bombay New	\$977 1/2	to — do
Bombay Old	\$—	to — do

YARN.

From Messrs. Tata, Sons & Co.'s Report, dated Shanghai, Feb. 1st, 1908:—Bombay Yarn.—The demand advised on the 20th ultimo continued with increased vigour in the beginning of the fortnight and the market opened firm with a pronounced upward tendency. The Soochuan and Yangtze Ports merchants were again the principal operators and have, in most instances, ungrudgingly paid the advance in prices demanded by holders. Encouraged by some cheering news from the interior, and supported by the remarkably steady course of exchange, speculators have participated in this activity, in anticipation of more favourable prospects of selling after the New Year, thus helping to swell the turnover, which has again exceeded 8,000 bales. Business during the latter part of the fortnight has been in a very narrow compass in consequence of the dealers being busy settling their accounts for the year to close; and the market will remain practically closed for the next five days. American cotton has been marked by some important fluctuations. The rate touched 6 1/2d. in the beginning of the fortnight, and has since gradually receded to 6 3/4d.; and considering the talk of running short time, which we understand, some Manchester spinners contemplate, there is no likelihood of a reaction. The welcome news of large business doing in Shanghai has considerably strengthened the Bombay Yarn market, inducing spinners to put up rates for, and we hear of 20,000 bales having been sold by Mills for forward at fancy prices, showing in many instances an advance of Rs. 4-5 per bale. The

market closes quiet, with an undertone of decided strength. The steady position of exchange, the light statistical position, both locally and in the consuming provinces, restricted prospective supplies, the present Home prices which should be considered fairly low, having regard to the present position of Cotton—all these encouraging factors naturally incline us to be optimistic with regard to the immediate future of this market. Japanese Yarn.—The market is flat with scarcely anything doing. Sales 1,000 bales. Local Yarn.—There is not much doing in this market which keeps steady. About 1,500 bales are reported to have changed hands at last prices. Chinese Cotton.—Although the business passing is extremely limited, holders are disinclined to sell in anticipation of a higher level of prices later on, considering small visible supplies. Sales 1,500 piculs. Stocks are estimated at 14,000 piculs (25,000 piculs Tientsin; 13,000 piculs Hekashi; and 2,000 piculs Saizu).

PIECE GOODS.

Messrs. Noel, Murray & Co.'s Piece Goods Report, dated Shanghai, 6th February, 1908, states:—Business was resumed to-day, but with the exception of the Yuen Fong Auction scarcely anything has been done from first hands. The margin between the ideas of importers and buyers remains so great that even the complimentary sales are this year conspicuous by their absence, and many of the former express their opinion that practically nothing will be done for three weeks or a month. The day after our last was written a few purchases were made from first hands of small lots the dealers were short of, but these seem to have been quite exceptional and have not been followed up by subsequent enquiries. It is reported that this morning a fair business was done from second hands, comprising about 1,000 bales of American Drills and Sheetings and some 3,000 packages of English Grey, White and Fancy Goods, some particulars of which we hope to obtain before we close. It is reported that out of 76 native Banks doing business last year 71 have already started again, and some new ones are expected to commence business shortly, but it is anticipated they will all act very cautiously and not give too much credit to their customers, so that trade will be somewhat restricted for some time to come. The better news from Newchwang which we reported in our last has been confirmed, but the exchange question seems still to be the stumbling block. However it will probably take another week or ten days before proper after New Year advices are received from any of the out-ports. Manchester is strong, with Cotton keeping steady, within a few points. To-day's quotations are 6 1/4d. for Mid American and 9 5/8d. for Egyptian. Yesterday's spot price for the former was 6 3/8d. and "futures" 5 9/16d. The New York quotation received to-day, on the other hand, is 10 9/16 cents March option or 20 points down from yesterday. The market for goods is very strong, 3-yard Sheetings being quoted 11s. 5 1/2d. The Manchester Export of Plain Cottons for January to China and Hongkong was 29,000,000 yards, the lowest for that month for some years. The bulk of the business reported in Indian Yarn was done before the holidays the few transactions yesterday being of a more or less complimentary character, and for small lots an advance was paid. The Auction this morning, though certainly firmer, did not show the same level of strength throughout. The lighter weights of Grey Shirtings, for instance, did not advance nearly as much as the heavier makes, and in White Shirtings it was very irregular. Turkey Reds show a decidedly weaker tendency, and some of the lower qualities of East Black Italians failed to improve much on former values, though on the whole they were two to three per cent. higher. Woollens were firmer. Referring to the half yearly returns of stocks, 9,195 cases American Drills and 41,000 pieces American Sheetings were returned twice and have to be deducted. With the moderate prospective supplies, stocks by the end of the half year of many things will be greatly reduced. Cotton Yarn.—Indian. The yarn makers were early afield yesterday, the first day business could possibly be resumed after the native holidays, and showed considerable eagerness to buy. Although a number of the transactions may have been of a more or less complimentary nature there is no doubt a good consumptive demand. However, the firmness of holders prevented much business, and out of a total of 2,000 bales the bulk was backed before the holidays. Buyers for Tientsin have been forced to pay up for a few of their far rite spinnings of No. 10s., but otherwise the bulk of the purchases have been for the River markets and Soochuan. We consider the market to be a tad higher at the opening, and firm.

Quotations are as follows:

SIMARE REPORTS

HONGKONG: 14th February, 1908.—The race holidays which have intervened since our last have practically brought business to a stand still during the interval, and we have but few new transactions to report. The general tone of the market, however, continues encouraging and gives promise of renewed activity on business becoming generally resumed. Exchange on London closes at 111 T. T. and on Shanghai at 74½ T. T.

BANKS.—Hongkong and Shanghai have ruled steady, and small sales are reported at \$720 and \$715 for old and new respectively, the market closing with probable sellers at the rates named. London has advanced to £80 and £79 respectively. Nationals are unchanged at \$51 nominal.

MARINE INSURANCES.—Unions continue in firm request at \$850, after a small sale at the rate, nothing apparently being available under \$800. Other stocks in this section are unchanged and without business.

FIRE INSURANCES. — Hongkongs have again been booked at \$335 and close firm. Chinas have been fixed at \$98 and \$97, and there are further sellers at the higher rate.

SHIPPING.—Hongkong, Canton and Macao close firm at \$29½ at which there are buyers. Indo-Chinas have been the medium of a fair business at \$67, \$67½ and \$68 for the preferred and deferred combined, closing steady at the higher rate. Douglases and China and Manilas are unchanged, but Star Ferries are somewhat firmer with buyers at \$25 and \$12½ respectively. Shell Transports could probably be placed at 4 66, London quoting 476 sellers.

REFINERIES. — China Sugars have been broked at \$109, and are now quoted at \$111 buyers. Luzons continue in request at \$14 but we have heard of no business.

MINING.—Charbonnages are still in strong request at \$500, and a higher rate could now probably be obtained for a suitable parcel. Raubs have been fixed at \$7½ and \$7½ closing with buyers at the latter rate. Chinese Engineerings are wanted in the North at Tls. 154.

DOCKS, WHARVES AND GODOWNS—Hong-kong and Whampoa Docks are slightly firmer with sales at \$98. Hongkong and Kowloon Wharves have been booked at \$55 and \$53 for the old and new issues respectively, the latter closing with further sellers. New Amoy Docks are still procurable at \$10, and Shanghai Dock, after opening at the improved rate of Tls. 82, have since advanced to Tls. 84. Shanghai and Hong-kow Wharves are easier at Tls. 213 with sellers, after sales at Tls. 214.

LANDS, HOTELS & BUILDINGS. Kowloon
Lands have receded to \$32 sellers. Shanghai
Lands have appreciated to 11s. 10s. Other
quotations in this section are unchanged, and
we have no business to report.

COTTON MILLS - Loou Kung Mows have improved in the North to Tls. 75, but otherwise we have no change or business to report.

MISCELLANEOUS. — China-Borneos have again been booked at \$10½. China Providents are in request at \$8½ with sellers at \$8½. Clements continue on offer at \$11½, with small buyers at \$11½. Elctrics have been booked at \$14½ and Ropers at \$24½, the latter closing with further buyers. Sales are also reported of Union Waterboats at \$10½ and China Lighters at the reduced rate of \$5. Langkats after advancing in the north to Tls 6½, rounded to Tls. 6.35, and later to \$410, closing with buyers at the last named rate.

COMPANY	PAYOFF	QUOTATIONS.
Aluminium	Ps. 200	Nominal
Banks—		
Hongkong & Shanghai	{ \$125 } { \$125 }	{ \$720, sales & sel. \$715, sales & sel. Ln. £80 Ln. £79
National B. of China	£6	\$51
Bell's Asbestos E. A.	12s. 6d.	\$7½, buyers
China B. of Commerce	\$12	\$10½, sales
China Light & P. Co.	{ \$10 } { \$1 }	\$5, sales
China Provident	\$10	\$8½, sellers
Cotton Mills		
Essex	Tls. 50	Tls. 56
Hongkong	\$10	\$10, sellers
International	Tls. 75	Tls. 55
Laon Kung Mow	Tls. 100	Tls. 75
Soyehoo	Tls. 500	Tls. 270
Dairy Farm	\$6	\$16½
Docks & Wharves—		
H. & K. Wharf & G.	\$50	{ \$55 \$53, sales & sel.
H. & W. Dock	\$50	\$98, sales
New Amoy Dock	\$6½	\$10, sellers
Shanghai Dock and Eng. Co., Ltd.	{ Tls. 100 } { Tls. 100 }	{ Tls. 82 Tls. 82
Shai & H. Wharf	Tls. 100	Tls. 214
Fenwick & Co., Geo.	\$25	\$14, sellers
G. Island Cement	\$10	\$11½, sellers
Hongkong & C. Gas	\$10	\$175, buyers
Hongkong Electric	\$10	\$144, sales
Hongkong Hotel Co.	\$50	\$104, buyers
Hongkong Ice Co.	\$25	\$240
H. K. Milling Co., Ltd.	\$100	\$150, buyers
Hongkong Rope Co.	\$10	\$24½, buyers

Insurance—		
Canton	\$50	\$242, sellers
China Fire	\$20	\$98, sellers
China Traders	\$25	\$91, buyers
Hongkong Fire	\$50	\$335, sale.
North China	25	118 87, sellers
Union	\$100	\$850, sales & buy.
Yangtze	\$60	(\$1474
		(\$135

Land and Buildings—		
H'kong Land Invest.	\$100	\$101
Humphrey's Estate	\$10	\$10, buyers
Kowloon Land & B.	\$30	\$32, seller
Shanghai Land.....	Tls. 50	Tls. 108
West Point Building	\$50	\$48

Mining -		
Charbonnages ..	Dec. 250	\$500 buyers
Raubs ..	18 10	\$71, buyers
Peak Tramways	6	\$10 43
Philippine Co.	1	\$1 22
		\$10 36

Refineries -		
China Sugar	\$100	\$111, buyers
Luzon Sugar	\$100	\$11, buyers

China and Manila ..	\$25	\$15, sellers
Douglas Steamship ..	\$50	\$40
H., Canton & M. ..	\$15	\$29½, buyers
Indo-China S. N. Co.	£5	{ \$40 \$28

Shell Transport Co.	21	66
Star Ferry	10	25
Do. New	55	124, buyers
South China M. Post.	25	20
Steam Laundry Co.	5	6, sellers

Stores & Dispensaries		
Campbell, M. & Co	\$10	\$17, buyers
Powell & Co., Wm	\$10	\$5, buyers
Watson, J.	\$10	\$24
Watson & Co., A. S.	\$10	\$1040, seller

Westmann & Loh	\$100	\$100, buyers
United States	\$1	\$10, buyers
Do. Founders	\$ 0	\$100, buyers
Union Water-heat Co.	\$10	\$100, sales &

VERNON & SMYTH, Brokers

FREIGHTS.

From Hankow per Conference Steamers.—To London and Northern Continental ports 45/- per ton of 400 lb. plus river freight. To Genoa, Marseilles or Havre 45/- per ton of 400 lb. plus river freight. To New York via Suez, General Cargo 40/- per ton of 400 lb. plus river freight. To New York via Suez, Tea 37/6 per ton of 400 lb. plus river freight. To New York (Overland) per carload tax \$1.00 cents per lb gross; less the carload tax to \$1.00 cents per lb gross plus river freight. To Shanghai. Tea and General Cargo, \$10 to \$20 per ton weight or measurement.

MISCELLANEOUS EXPORTS.

Messrs. Arnhold, Karberg & Co's Fortnightly Produce Circular dated Shanghai, 6th February, 1908 states:—Gallnuts.—The demand has slackened considerably. Prices somewhat easier. Cowhides.—With a good demand from Home prices continue firm. Feathers.—Very little business is being done. Supplies are coming in slowly. Cotton.—Market has an upward tendency, but cannot be gauged properly at present owing to the Chinese New Year festivities. This refers to produce in general. Tallow.—Market quiet; demand falling off. Wood Oil.—No business doing at present. Sesamum Seed.—A fairly good business is being done; market firm. Strawbraid.—There have been a few settlements in 7-cnds Split and White Shingkee for America, and a few lots of Lough White have been taken by Europe; otherwise market remains quiet. Wool.—Sheep's. —No interest is shown in this article. Antimony.—Market continues strong; offers are limited, although there must be a good stock held at the mines, for which the Government is asking a higher price.

HANKOW, 29th Jan., 1908. -The prices quoted are for the net shipping weight excluding cost of packing for export:—

	Per picul
Cowhides, Best selected	Tls. 31.00
Do. Seconds	" 27.00
Buffalo hides, Best selected	" 22.50
Goatskins, untanned, chiefly white colour	" 40.00
Buffalo Horns, average 3 lbs. each	" —
White China Grass, Wuchang and or Poochi	" 9.80
White China Grass, Sinshan and or Chayu	" —
Green China Grass, Szechuen	" 9.00
Jute	" —
White Vegetable Tallow, Kinchow	" 11.00
White Vegetable Tallow, Pingchow and/or Macheng	" —
White Vegetable Tallow, Mongyu	" —
Green Vegetable Tallow, Kiyu	" 11.70
Animal Tallow	" 10.50
Gallnuts, usual shape	" 15.40
Gallnuts, plum do	" 17.00
Tobacco, Tingchow	" —
Tobacco, Wunglung	" —
Turmeric	" —
Sesamum Seed	" 5 —
Sesamum Seed Oil	" 7.00
Wood Oil	" 8.00
Tea Oil	" —

February— DEPARTURES.

Landrat Scheiff—German steamer, 1,012 tons
Saigon to Hongkong, 16 cents per picul.

ARRIVALS AND DEPARTURES SINCE LAST
MAIL.

February— ARRIVALS.

- 6, Rajah, German str., from Bangkok.
- 7, Borneo, German str., from Sandakan.
- 7, Glamorganshire, Br. str., from Singapore.
- 7, Hangsang, British str., from Shanghai.
- 7, Peninsular British str., from Yokohama.
- 7, Shoshu Maru, Jap. str., from Shanghai.
- 7, Tean, British str., from Manila.
- 7, Wakamiya Maru, Jap. str., from M. ji.
- 7, Wakamatsu Maru, Jap. str., from Moji.
- 8, Fri, Norweg' an str., from Labuan.
- 8, Glenloch, British str., from London.
- 8, Pongtong, German str., from Bangkok.
- 9, Calchas, British str., from Shanghai.
- 9, Haimuo, British str., from Coast Ports.
- 9, Kaifong, British str., from Iloilo.
- 9, Keong Wai, German str., from Bangkok.
- 9, Kum'ric, British str., from Seattle.
- 9, Tango Maru, Jap. str., from Seattle.
- 10, Fausang, British str., from Swatow.
- 10, Hongkong, French str., from Haiphong.
- 10, Loongsang, British str., from Manila.
- 10, Mandasan M., Jap. str., from Kuchinozu.
- 10, Mathilde, German str., from Haiphong.
- 10, Palawan, British str., from Yokohama.
- 10, P. Heinrich, Ger. str., from Yokohama.
- 10, Rubi, British str., from Manila.
- 10, Trocas, British str., from Pulo Sambo.
- 10, Yeboashi Maru, Jap. str., from Singapore.
- 11, Devawongse, German str., from Bangkok.
- 11, Etin, German str., from Tsingtau.
- 11, Haihan, French str., from Hoihow.
- 11, Hongwan I, British str., from Singapore.
- 11, Louqsor, French str., from Marseilles.
- 11, Shantung, German str., from Bangkok.
- 11, Signal, German str., from Tonane.
- 11, Winnebago, Br. str., from San Francisco.
- 12, Daijin Maru, Jap. str., from Tamsui.
- 12, Goeben, German str., from Bremen.
- 12, Hopeang, British str., from Moji.
- 12, Hupei, British str., from Haiphong.
- 12, Kwangle, Chinese str., from Shanghai.
- 12, Nippon M., Jap. str., from San Francisco.
- 12, Vorwaerts, Austrian str., from Trieste.
- 13, Chunsang, British str., from Sourabaya.
- 13, E. of China, British str., from Vancouver.
- 13, Fooshing, British str., from Wakamatsu.
- 13, Hinsang, British str., from Moji.
- 13, Luchow, British str., from Shanghai.
- 13, Quinta, German str., from Singapore.
- 13, Tsinan, British str., from Sydney.
- 13, Vorwaerts, German str., from Pakhoi.

February— DEPARTURES.

7. Dalia, British str., for Shanghai.
 7. Deucalion, British str., for Shanghai.
 7. Hanoi, French str., for Haiphong.
 7. Hongkai, British str., for Amoy.
 7. Kwongsang, British str., for Swatow.
 7. Linan, British str., for Amoy.
 7. Meefoo, Chinese str., for Shanghai.
 7. Menchus, British str., for Taikoo.
 7. Prinz Sigismund, Ger. str., for N-gasaki.
 7. Triumph, German str., for Hoikow.
 7. Yuensung, British str., for Manila.
 8. Auchoblae, British str., for Newcastle.
 8. Awa Maru, Japanese str., for Kobo.
 8. Glamorganshire, Brit. str., for Shanghai.
 8. Japan, British str., for Singapore.
 8. Nord, Norwegian str., for Saigon.
 8. Penin-ular, British str., for Europe, &c.
 8. Sunckiang, British str., for Cebu.
 8. Wakamiya Maru, Jap. str., for Singapore.
 8. Zafir, British str., for Manila.
 9. China, American str., for San Francisco.
 9. Chowka, German str., for Swatow.
 9. German a, German str., for Amoy.
 9. Haitan, British str., for Co-s Ports.
 9. Hilery, German str., for Saigon.
 9. Joshiu Maru, Japanese str., for Swatow.
 9. Landt-scheff, German str., for Saigon.
 9. Nissin Maru, Japan str., for Saigon.
 9. Phienpenh, German str., for Saigon.
 9. Phraung, German str., for Swatow.
 9. Sigen, British str., for Hoikow.
 9. Taitan, British str., for Swatow.
 10. Chiuen, Chinese str., for Shanghai.
 10. Glenlochy, British str., for Shanghai.
 10. Yochow, British str., for Ningpo.
 11. Calchas, British str., for Singapore.
 11. Changsha, Br. str., for Manila & Sydney.
 11. Hainan, British str., for Swatow.
 11. Hangchow, British str., for Shanghai.
 11. Hangsang, British str., for Ningpo.
 11. Kiukiang, British str., for Shanghai.
 11. Kowloon, German str., for Chinkiang.
 11. Kwiyang, British str., for Tsingtau.
 11. Machau, German str., for Bangkok.
 11. Palawan, British str., for Singapore.
 11. Sheshu Maru, Japanese str., for Swatow.
 11. Suiang, British str., for Hongkong.
 11. Taisang, British str., for Amoy.
 11. Tean, British str., for Manila.
 11. Tjlatjap, Dutch str., for Batavia.
 11. Tungshing, British str., for Shanghai.
 11. Waising, British str., for Shanghai.
 11. Yebesai Maru, Jap. str., for Shanghai.
 12. Fa-sang, British str., for Saigon.
 12. Louqsor, French str., for Shanghai.
 12. Matheson, German str., for Hoikow.
 12. Phu-Yen, French str., for Saigon.
 12. Prinz Heinrich, Ger. str., for Europe, &c.
 12. Shimosa, British str., for Manila.
 12. Standard, Norwegian str., for Saigon.
 13. E. of Japan, British str., for Vancouver.
 13. Goben, German str., for Shanghai.
 13. Kiangping, Chinese str., for Chinkiang.
 13. Kiyo Maru, Japanese str., for Koto.
 13. Kwan-tah, Chinese str., for Shanghai.
 13. Nanchang, British str., for Tsingtau.
 13. Shaoching, British str., for Shanghai.
 13. Tsintau, German str., for Bangkok.

PASSENGERS.

ARRIVED

Per Fritz, *Leuchter*, for Hong Kong, from Yokohama, Mrs. Cullender, Mrs. E. K. Page, Miss Kitchener, Miss Mary Moore, Major von Fiedl, and Mr. R. W. Kessler; from Kobe, Messrs E. M. Townsend, Hayes, Mott, and Marbur, and Mr Ong; from Nagasaki, Messrs. N. Nishio, and Abraham; from Shanghai, Mr and Mrs Landale, Mr and Mrs Hatch, Misses Guhtag, A. Stevens, Hunter, and Nakagima, Messrs. W. S. Jackson, H. P. King, C. S. Guhtag, W. F. Wingrove, J. West, Kummelmann, A. Kopp, C. C. Graves, G. B. Atkinson, D. Dolan, Hunter, H. Einsmann, A. Lamperski, P. B. Shroff, Pelazo, A. Kazcon, and F. Dougherty.

DEPARTED.

W. A. Bunker, and others, and George Per Goelen, for Shanghai, Mrs G. H. Woodward, Mrs Dobrjitska, Miss O. Mur, Capt. Ahlers, Messrs. Gotton, Shibbeth, T. A. B. Fero, F. G. Whittak, Barbey, W. Bohlen. T. Kestrin, J. Chaki, F. Isaac, and T. Peppler; for Nagasaki, Mrs Yamada, Miss C. Nakao, Miss L. Nakamura, Messrs. G. Kanoo, H. Saitoo, K. Shimamura, and H. Amano; for Kobe, Mrs Yokoi, Messrs. van Houten, Nagano, S. Yamamoto, S. Kohira, and Kuriyama; for Yokohama, Messrs. W. Schreutler, G. C. Franklin, C. Lawrence, O. F. Brecklar, and Carl Nordrup.

For *Prinz Heinrich*, for Bremen, &c., *Prinz* and *Prinzess* *Dunlop Singh*. Mr and Mrs *Abram*, Mr and Mrs *Davis* and children, Mr and Mrs *Carl Fehbert*, Mr and Mrs *Foljambe*, Mr and Mrs *Günther Fritsch*, Mr and Mrs *Gorham*, Mr and Mrs *hob. Holmes*, Mr and Mrs *Kellner*, Mr and Mrs *Lemon*. Mr and Mrs *J. M. E. Pos*, Mr and Mrs *F. Payoe*, Mr and Mrs *Roper*, Mr and Mrs *M. M. Schanmer*, Mr and Mrs *Th. Seydel*, Mr and Mrs *E. W. Stephens*, Mr and Mrs *Waijen*. Mr and Mrs *Fitz-berth Wright*, Mr and Mrs *Wittbrefft*, Mr and Mrs *Walker*, Mr and Mrs *A. C. J. Weber*, Mr and Mrs *Gause*, Rev. and Mrs *Dond* and children, Rev. and Mrs *Frohling*, Mrs and Miss *Whittam*, Mrs *D. R. Charleson*, Mrs *Mehr*, Mrs *Ana Tamira*, Mrs *Warren*, Misses *Berkely*, *Bond*, *Gearon*, *Griffin*, *Maasey*, *M. Rollin*, and Mrs *Stephane*, Dr. *Davisport*, Dr. *de Giovanni*, Capt. *Plambeck*, Col. *C. E. Nelson*, Lieut. *G. F. Nelson*, Messrs. *F. A. Alexander*, *Hummer* and family, *Baonfell*, *Henry Lowan*, *H. Borhach*, *P. W. Charleson*, *C. J. Casseday*, *Samuel Culina*, *J. L. Cowen*, *H. Damin* and family, *J. Daniel*, *A. C. Drabbl*, *Finacher*, *G. Faulbaum*, *T. C. Gray*, *Unherstein*, *E. Hanne-mann*, *Reicheg*, *Fritz v. Hochberg*, *Hooalef*, *C. H. Humphreys*, *Kutschmar*, *W. Kröner*, *Kellermann*, *H. L. Kallmar*, *Kanterer & family*, *Leus*, *Mettetal*, *Prollins*, *W. Schmidt*, *Stens-wegerer*, *Johann Sowa*, *E. W. Skottowe*, *Fritz Tamira*, *Tornade*, *Wolers*, *H. F. Wancou*, *Ed. Zuck*, and *Gust Zuck*.

Printed and published by **BERTHELM AUGUSTUS**
 & Co. for the Concerned, at 10A, Des Voeux
 Road Central, City of Victoria, Hongkong.
 London: 115, Fleet Street, E.C.